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MONTANA DEPARTMENT OF TRANSPORTATION

- FINDING OF NO SIGNIFICANT IMPACT -

ON THE

Revised Environmental Assessment
and
Programmatic *Section 4(f)* Evaluation

for

BR 9015(11)
SWAN RIVER BRIDGE (West of Ferndale)
FLATHEAD COUNTY, MONTANA

PLEASE RETURN

(P.M.S. Control #1132)

Submitted Pursuant to
42 U.S.C. 4332(2)(c)** and **49 U.S.C. 303
and
*Section **2-3-104, 75-1-201, M.C.A.***

by the

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Region 8

and the

MONTANA DEPARTMENT OF TRANSPORTATION
Environmental Services

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FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

BR 9015(11)

SWAN RIVER BRIDGE (WEST OF FERNDALE)

(P.M.S. C#1132)

THE FEDERAL HIGHWAY ADMINISTRATION HAS DETERMINED THAT THE *PREFERRED* ALTERNATIVE **E** FOR THIS PROPOSED PROJECT WILL HAVE NO SIGNIFICANT IMPACT ON THE HUMAN ENVIRONMENT. THIS FINDING OF NO SIGNIFICANT IMPACT IS BASED ON THE ATTACHED REVISED ENVIRONMENTAL ASSESSMENT AND PROGRAMMATIC *SECTION 4(f)* EVALUATION WHICH HAVE EACH BEEN INDEPENDENTLY EVALUATED BY THE FEDERAL HIGHWAY ADMINISTRATION AND DETERMINED TO ADEQUATELY AND ACCURATELY DISCUSS THE NEED, ENVIRONMENTAL ISSUES, AND IMPACTS OF THIS PROPOSED PROJECT AND APPROPRIATE MITIGATION MEASURES. THEY BOTH PROVIDE SUFFICIENT EVIDENCE AND ANALYSIS FOR DETERMINING THAT AN ENVIRONMENTAL IMPACT STATEMENT IS NOT REQUIRED. THE FHWA TAKES FULL RESPONSIBILITY FOR THE ACCURACY, SCOPE, AND CONTENT OF THE ATTACHED ENVIRONMENTAL ASSESSMENT AND PROGRAMMATIC *SECTION 4(f)* EVALUATION.

, Date 1-13-97

Federal Highway Administration
For Division Administrator

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REVISED ENVIRONMENTAL ASSESSMENT
AND
PROGRAMMATIC *SECTION 4(f)* EVALUATION

for

BR 9015(11)
SWAN RIVER BRIDGE - WEST OF FERNDALE

(P.M.S. Control Nº 1132)

IN

FLATHEAD COUNTY, MONTANA

This document is prepared in conformance with the *Montana Environmental Policy Act* (*MEPA*) requirements and contains the information required for an Environmental Assessment under the provisions of ARM 18.2.237(2) and 18.2.239. It has been revised following public review and comments in accordance with ARM 18.2.240. This document was also prepared in conformance with the *National Environmental Policy Act* (*NEPA*) requirements for an Environmental Assessment under 23 CFR 771.119. A Finding of No Significant Impact (FoNSI) has been made under the provisions of 23 CFR 771.121.

Submitted pursuant to:

42 U.S.C. 4332(2)(C),
49 U.S.C. 303, and
Section 75-1-201, M.C.A.

by the

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

and the

MONTANA DEPARTMENT OF TRANSPORTATION

Submitted by: ______________________ Date: Jan 9, 1997
MONTANA DEPARTMENT OF TRANSPORTATION
Environmental Services

Approved: ______________________ Date: 1-13-97
Federal Highway Administration
for Division Administrator

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ABSTRACT

This revised Environmental Assessment (REA) explored the environmental consequences of improving a river crossing. Specifically, the proposed improvement lies on a paved county road over the Swan River approximately two miles east of Bigfork in Flathead County, Montana. Project BR 9015 (11) proposes to replace the existing 86-year old truss-type bridge with an additional bridge upstream of the existing one. This decision follows a three-year review of this proposed project's five Alternatives which were discussed in this documents three (original, first and second revised) versions.

WHY A SECOND REVISED ENVIRONMENTAL ASSESSMENT IS NECESSARY

The first revised EA (circulated in August, 1995; copies are available from MDT on request) was necessary due to the listing of the present bridge on the NATIONAL REGISTER OF HISTORIC PLACES (NRHP). This proposed project's original Environmental Assessment (EA, distributed in December, 1993) identified no significant impacts by any of the previous alternatives, and the FLATHEAD COUNTY Commissioners selected Alternate D as their preferred alternative at that time (1993). However, the amount of public effort and concern expressed for preserving the existing bridge warranted further investigation. This led to a design modification for Alternative D and a new proposed design, Alternative **E**. Alternative **E** is a 290 ft. structure upstream of the existing crossing. This alternate allowed the truss bridge to remain in-place if (a) party/ies was found to assume ownership of the old structure. The FLATHEAD COUNTY Commissioners adopted Alternative E as their "*preferred*" alternate on April 10, 1995. The MONTANA TRANSPORTATION COMMISSION adopted Alternative E as this proposed project's "*preferred*/build" alternate, and the county's BOARD OF COMMISSIONERS "reaffirmed" their decision on December 11, 1995.

The first REA provided new or revised information that was not included in the original EA. After that first (1st) REA was reviewed and approved for distribution by the U.S. DEPARTMENT OF TRANSPORTATION's Federal Highway Administration (FHWA), another public hearing was held in Bigfork in late August, 1995. There was a forty-five (45)-day comment period for that 1st REA once it was made available to the public. After the comment period expired, all comments received regarding that 1st REA including those made at the public hearing were reviewed. A Finding of No Significant Impacts (FoNSI) is now being issued after that comment review and the appropriate changes in this Revised EA (2nd REA). This FoNSI has been approved by the FHWA, and is now on the first page inside this document's front cover.

HISTORIC DESIGNATION OF EXISTING ("Kearney Rapids") BRIDGE

In July, 1994 the existing bridge was listed on the NRHP for its unique design and historic value. Therefore, a "Nationwide" Programmatic *Section 4(f)* Evaluation is required to comply with *Section 4(f)* of the *U.S. DEPARTMENT OF TRANSPORTATION Act* (**49 U.S.C. 303**).

This states (in part) that:

> "*The*" (Federal Highway) "*Administration may not approve the use of land from a significantly publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that:*
>
> *(i) There is no feasible and prudent alternative to the use of land from the property; and*
>
> *(ii) The action includes all possible planning to minimize harm to the property resulting from such use.*"

Attached as part of Appendix D is a copy of the approved Programmatic *Section 4(f)* Evaluation demonstrating that the FHWA, MONTANA DEPARTMENT OF TRANSPORTATION (MDT), and Flathead County have met the above criteria. This programmatic agreement was initially developed by the FHWA in mid-1983, and has been adopted by MDT. This Evaluation has also been revised with information pertaining to a Memorandum of Agreement (M.o.A.) between MDT, the FHWA, the STATE HISTORIC PRESERVATION OFFICE (SHPO), and the ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP). This M.o.A. was needed due to the determination of *adverse effect* by this proposed project's "*preferred*" Alternative **E** on the present "Kearney Rapids" bridge's NRHP eligibility (if it's necessary to have the present bridge removed). However, SHPO concurred that this proposed project will have NO EFFECT on some log & rock "cribs" located upstream (easterly) from the "*preferred*" Alternative **E**. These "cribs" were part of the setting included with the existing "Kearney Rapids" bridge's NRHP eligibility determination.

DISPOSITION OF THE EXISTING STRUCTURE

As part of the 1st REA, a NOTICE officially made available the NRHP-eligible "Kearney Rapids" Bridge to any willing and responsible owners. The(se) owner(s) would have been responsible for all aspects of ownership including, but not limited to, liability insurance, and proper handling and disposal of the lead-based paint. No responsible owner(s) were found during a three (3)-year period in which the existing bridge was made available to the public. Therefore, the existing bridge will be demolished under this proposed project's "*preferred*" Alternative **E**.

The FLATHEAD COUNTY BOARD OF COMMISSIONERS notified MDT on April 25, 1995 regarding their position with respect to the disposition of the existing bridge:

> "*Once the new bridge is in-place and operational, Flathead County does not, in any way, wish to retain any liability and if no one else is inclined to accept ownership and the accompanying liability, it is our position that the old bridge should be totally removed.*"

The county's BOARD OF COMMISSIONERS have maintained this position with their continued and ongoing support for this proposed project's "*preferred*" Alternative **E**.

Table I.
Summary of Alternatives and Impacts

Alternative	Horizontal Alignment	Old Bridge Remains In-Place?	Historic Integrity Compromised?	Amount of Fill Placed Below Ordinary Highwater elev.(c.yd.)	Amount of Wetland Impact (ac.)	Private Land Affected on South Side of River (ac.)	Tree Removal	Load Rating	Safety[1]	Expected Service Life (Years)	Cost
A - "No-Build"	no change	yes	no	none	none	none	none	0 tons	bad	0	$ 0.
B - MDT Rehabilitation	no change	yes	no	none	none	none	none	20 tons	poor	15 - 25	$ 680,000.[2]
B - Muth's Rehabilitation	no change	yes[3]	yes[3]	some[4]	none	none	none	36 tons	fair[5]	50	$ 500,000.
C - New 163 ft. Bridge	over existing	no	yes	3630 c.yd.	0.35 ac.	none	none	36 tons	fair	75 - 100	$ 500,000.
D - New 290 ft Bridge	15° curve over existing align.	no	yes	463 c.yd.	0.10 ac.	0.37 ac.	some	36 tons	better	75 - 100	$ 710,000.
"preferred" E - New 290 ft. Bridge	tangent 30 ft. upstream	no[6]	yes[7]	463 c.yd.	0.15 ac.	2.01 ac.	more	36 tons	better[5]	75 - 100	$ 890,000.[8]

---

[1] Safety based on design speed (which is related to radius/sharpness of approach curves), number of driving lanes and lane width.

[2] The original estimate of $463,000 did not include $33,000 for mobilization, $15,000 for structural steel, $5,000 for barrier rail, and $160,000 for earthquake retrofit.

[3] Muth's rehabilitation design altered the historic design ("Criteria A"), and the bridge would not have remained on the NRHP based on its historic value ("Criteria C"). Both SHPO and the Keeper of the NRHP concurred that this alternative would have had an *adverse effect* on the existing bridge's NRHP eligibility.

[4] Muth's design required refurbishment and extension of the two bridge piers, and may have needed fill at the northerly approach.

[5] The Muth rehab design featured a concrete deck as well as a sidewalk for pedestrian and bicycle use.

[6] No responsible party was found to assume liability for the existing bridge despite three years of advertising its availability; therefore it will be removed.

[7] By itself, "*preferred*" Alternate E did not threaten the historic integrity of the old "Kearney Rapids Bridge" due to the former's being upstream. A new owner was not found, and the old bridge will be demolished. However, SHPO concurred this proposed project will have no effect on the log "cribs" upstream of "*preferred*" Alternative E.

[8] The "*preferred*" Alternative E now includes a pedestrian walkway; this has increased its estimated cost by $180,000.

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I. DESCRIPTION OF THE PROPOSED ACTION

A. Location of this Proposed Improvement

The MONTANA DEPARTMENT OF TRANSPORTATION (MDT), in cooperation with Flathead County, is planning to improve transportation on an "off-system" County road over the Swan River near Ferndale, Montana. This Swan River Bridge is locally known as the "Kearney Rapids" Bridge. It is located approximately three-quarters of a mile west-northwesterly of Ferndale, and two miles easterly of Bigfork, respectively. This proposed project is located entirely within Flathead County in parts of Sections 32 & 33 in Township - 27 - North, Range - 19 - West, M.P.M. Its **Project Location Map** is shown in **Figure 1**.

B. Options for this Proposed Project

This proposed action consists of improving the existing crossing for greater safety and adherence to highway standards with a new structure replacing the existing bridge. The existing bridge carries one lane of traffic on an approximately 16.5 ft. wide wooden deck supported by two concrete piers, timber approach spans, and a steel-framed through-truss.

The rehabilitation (or "rehab") option included new decking, removal of existing lead paint, repainting, replacing the truss members and approach spans, installing new guardrail, repairing both piers, and adding a seismic retrofit. The bridge would not have been widened as part of the rehabilitation. Another "rehab" option was proposed by an engineering consultant representing a local citizens preservation group. This alternative would have incorporated the existing through-trusses, included a suspension cable for additional support, a new steel-reinforced concrete deck, and added strengthening for earthquakes.

The previously-proposed new bridge options involved 26± ft. wide (minimum) pre-stressed concrete bridges. "Free-board" clearance (*i.e.*: the vertical distance between the bottom of the lowest beam to the high water elevation of the Swan River) for recreational use will be maintained. The new bridge alternatives included the following additional improvements which were not part of the "rehab" alternatives:

- ✓ the bridge deck will have two lanes, each 12 ft. wide;
- ✓ the new horizontal alignment includes safety improvements that flatten the approach curves thereby improving design speed to 30 MPH;
- ✓ the proposed new bridge meets all design standards for "off-system" bridges; and
- ✓ the trusses containing lead paint may be removed from the river environment if the old bridge is moved or demolished.

The horizontal alignment of the new structure would have curved over the existing alignment ("Modified" Alternative D), or moves slightly upstream ("*preferred*" Alternative **E**). The design speed is 30 MPH for these alternatives.

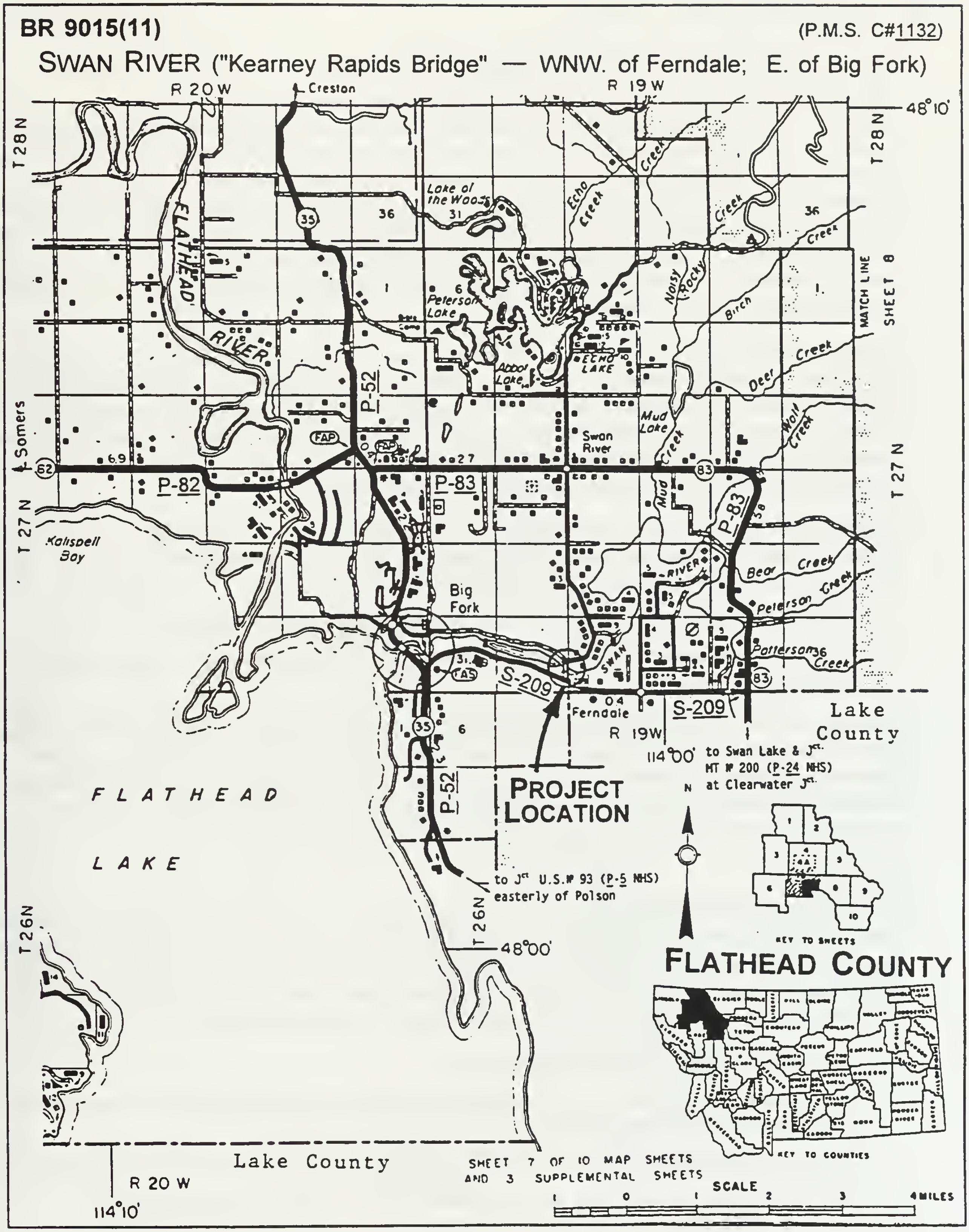
C. Funding

It is MDT's responsibility to inspect all publicly-owned bridges. This includes those bridges on interstate, primary and secondary routes, as well as "off-system" bridges that are owned by the counties, such as this one. Some county-owned bridges are designed by MDT (or consultants employed by same), as is intended for this proposed project.

MDT receives limited funding for bridges from the Federal Highway Trust Fund. To distribute these funds equitably, an allocation program is used that rates the bridge's ability to meet the transportation needs of the public based on **functional** and **structural** adequacy. A list is sent to the counties showing which bridges are eligible to receive these off-system funds. The counties then assign priorities based on their local plans and needs. The counties nominate bridges for improvement/replacement based on their local planning priorities.

This rating by functional and structural adequacy is called a *Sufficiency Rating* (SR), which uses a 100-point scale. This *Sufficiency Rating* is a composite of several individual items ranking a bridge's structural condition and geometry. A bridge with low ratings on its structural items will be designated as "**structural**ly deficient" under this system. Low values for geometry will result in a bridge being termed "**functional**ly obsolete" on its *Sufficiency Rating*. New bridges usually have sufficiency ratings over 95. When a bridge's rating is less than 80, it is eligible for rehabilitation funding if it is **functionally obsolete and/or structurally deficient**. If the sufficiency rating is less than 50, it can be nominated for replacement. Recent sufficiency ratings for the "Kearney Rapids" bridge ranged from 21.5 to zero (during the six-month period in 1994 when the bridge was temporarily closed.) A copy of the *STRUCTURAL INVENTORY AND APPRAISAL* inspection report for the current bridge (MDT structure N° L15657002+0.600-1, completed on January 10, 1995) follows the "Nationwide" Programmatic *Section 4(f)* Evaluation form in Appendix D to this document.

Figure 1 - Project Location Map



II. PURPOSE AND NEED

A. Description of the Existing Bridge and Location

This bridge was originally composed of two, 16 ft. timber spans on its northerly approach; a 152 ft. steel truss supported by concrete piers at each end; and one, 16 ft. timber span on the southerly approach. The total length of this bridge as constructed was 200 ft. according to the "as-built" plans of 1911 for the "Kearney Rapids Bridge". Currently, it has two timber approach spans on the northerly end, one of 23.0 ft. in length and 24 ft.-3 in. for the other; the same 152 ft. steel truss; and two timber approach spans on the southerly end, one with a 21 ft.-2 in. span and the other with a 20 ft.-9 in. span. The total length of the present bridge is just over 241 ft. (or 241 ft.- 2 in.). Its "as-built" timber deck width remains at 16.5 ft., and the vertical clearance between the deck and top beams connecting the steel trusses is 19.5 ft.

This proposed Swan River bridge project is located in Lots 8, 9, and 10 of Section 32; and Lot 10 of Section 33; both in Township - 27 - North, Range - 19 - West, M.P.M. It is entirely within Flathead County, approximately one mile west-northwesterly of Ferndale, (and two miles easterly of Bigfork,) Montana. The surrounding area is a mix of coniferous forest and pasture land, that ranges from flat to rugged terrain used primarily for forestry, agriculture, and recreation. Residential, recreational, and logging roads are scattered throughout the area.

Figure 2, following, is from a topographic map of the general area. It shows that the bridge is located on the Swan River just as it begins to enter a narrow valley above the Big Fork Dam. This local area is an optimum location for the existing bridge due to:

1) downstream, channel width and water depth increases rapidly towards the dam; and
2) the upstream area is a broad valley established by the meandering river, and is prone to channel changes.

On May 13, 1994, Flathead County officials closed the bridge after a heavy load crossed it, causing some main support members to fail. The County replaced a stringer, reinforced other structural members, and placed some new decking on the bridge. With these reinforcements, the bridge was reopened six months later under a 3-ton load limit and 7.5± ft. height restriction. The existing bridge may be closed again, depending on the condition of the bridge deck.

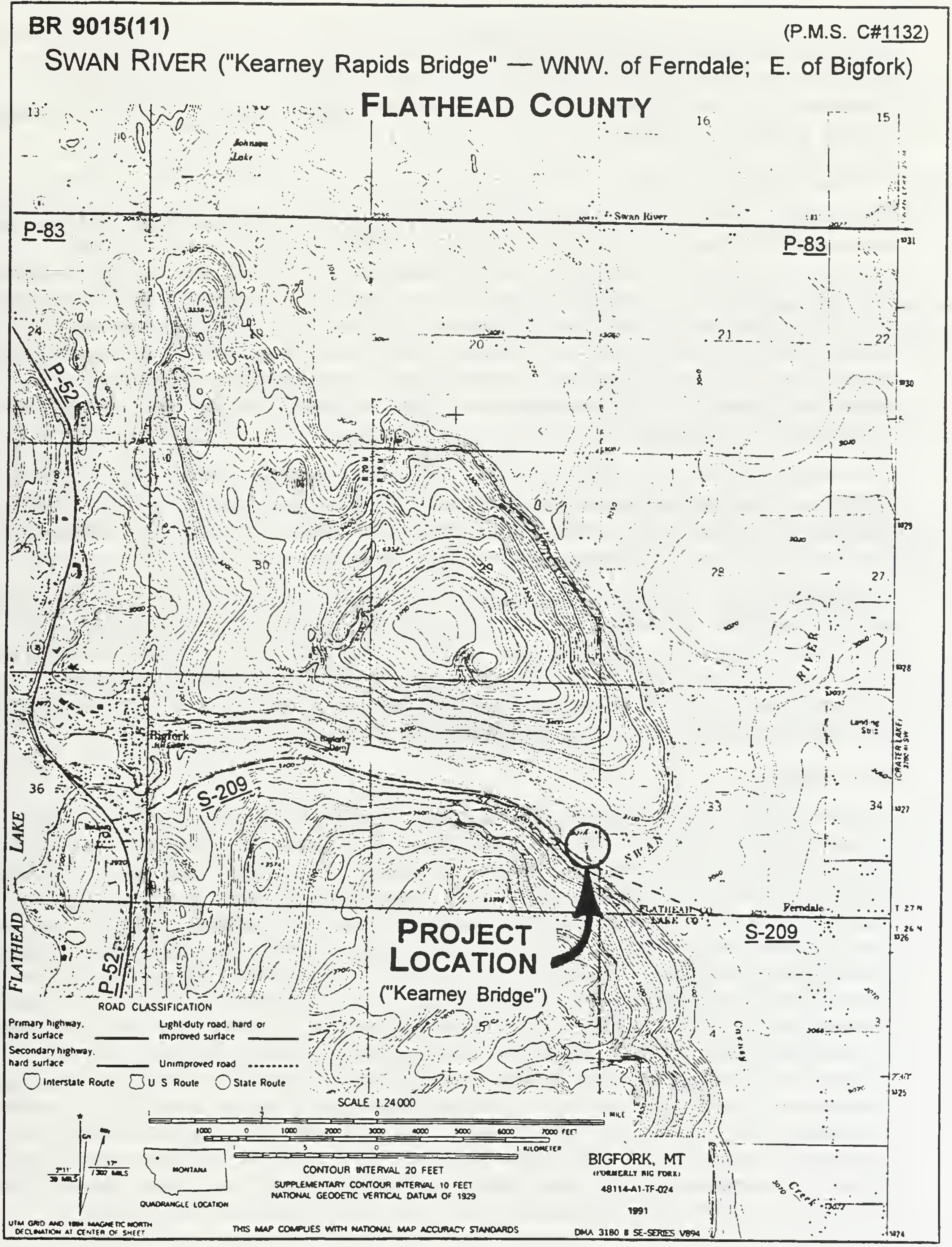
B. Road Use

The "Kearney Rapids" Bridge provides one of two crossings over the Swan River for pedestrian and vehicular traffic in Flathead County above the Big Fork Dam. The other is on Montana Secondary highway N° 209, about 1 mile easterly of Ferndale. This "Kearney Rapids" bridge is on the most direct route between Ferndale and the Swan River community - Echo Lake area. This is also part of a "feeder" route between south-central Flathead County and northeasterly Lake County.

The nearest major highway transportation routes are:

- MT Highway N° 35 (Primary route #52) between Polson and Kalispell along the easterly shore of Flathead Lake through Bigfork;
- MT 83 (P-83) between Clearwater J$^{ct.}$ (MT 200) and MT 35 through the Swan River Valley; and
- MT Secondary #209 connecting MT 35 with MT 83 from Bigfork through Ferndale.

Figure 2 - Area Topographic Map



The gravel county road from S-209 is designated as the "Swan River Road". It crosses the existing bridge and runs easterly (upstream) along the northerly (right) bank of the river. Another road parallels S-209 on the northerly (right) bank of the Swan River easterly from Bigfork to its intersection with "Swan River Road". It is known as the "Bigfork Canyon Road", and is frequently used by joggers and bicyclists.

C. Current Deficiencies

The "Kearney Rapids" Bridge is an 86-year-old steel truss bridge. It is **functionally obsolete *and* structurally deficient** having a sufficiency rating (SR) of 21.5 (see copy of the *STRUCTURE INVENTORY AND APPRAISAL* form of 10-Jan-95 in Appendix D). The existing bridge had a sufficiency rating of zero (0) when it was closed for six months in 1994 after being damaged by a heavy load. Its deck, wearing surface, railing, bearing devices, paint, piers, caps, and bracing are in need of serious repair. Timber members in the approach spans are also rotting. Due to the deteriorating structure, the bridge has a posted safety load of 3 tons. The four photos on pages 8 and 9, respectively, show the local environment as well as the dilapidated condition of the present bridge (additional photos are under Appendix D).

The standard load-rating for bridges is 36 tons. Due to the current low safety rating, fire trucks, school buses, garbage and septic trucks, and other large loads cannot cross this bridge. Therefore, the safety and property of local residents are at risk. Furthermore, operating costs for local services (such as TCI Cable and UPS) have increased.

The existing bridge is functionally obsolete with its current 3-ton load limit when it actually warrants a 36-ton load limit. Additionally, the existing structure is 16.5± ft. wide with only one lane of traffic. MDT's standard minimum roadway width for a two-lane bridge is 24 feet (which uses two 12 ft. lanes of motor vehicle traffic). Therefore, as set forth by MDT's Bridge Management Program criteria for off-system bridge funding, this crossing is eligible (and has been nominated by the County) for improvement, including rehabilitation or replacement.

D. Traffic

A formal Traffic Analysis across the existing bridge had not been done until recently. County personnel originally estimated 150 to 200 vehicles crossings per day. Historical records for MT 83 and MT 35 showed annual traffic increases of eight percent. The original traffic growth rate for the bridge was assumed to be between five and eight percent, based on the bridge's proximity to highways 83 and 35. The traffic projections estimated between 300 and 400 crossings per day in the year 2013, the "design year". One of the comments received following the formal Public Hearing (held in late August, 1995 — see part **VI.B.** on pages 35 & 36) on this proposed project's first Revised Environmental Assessment (1st REA) claimed that this "projection" was made "from one elevated traffic count". The figure in question was provided by Flathead County, and was adjusted by statistical analyses of traffic for the area. MDT regularly takes traffic counts on Interstate, Primary, and Secondary highways, as well as Urban routes. Projections for "off-system" bridges (when not using locally-provided data) are normally made from the routes nearest and/or connecting with them (or are from a series of actual traffic counts made at the site). Before the bridge was temporarily closed in Spring, 1994, Flathead County officials counted 837 vehicles that crossed the bridge in a 24-hour period. The same comment referenced previously also claimed that this figure may have been based on some special festival or event in this proposed project's vicinity.

The County officials did not in fact specify when that count was made, or if some other activities were taking place during the time it was taken. It has since been determined that the count was made on May 13, 1994, which was Friday of the week prior to "Whitewater Day" (held on May 24, 1994). A further claim was made that "to not include the entire traffic report in the appendix" *(sic)* "is a major oversight." The traffic count was in fact shown after **Table II** under part **IV.C.6.** at the top of page 25 in the REA (it is still shown under the same part and is now on page 28 of this document). This count showed more than a four-fold increase in the original traffic estimate. It also revealed that current traffic levels crossing the bridge are twice those predicted for the "design year" of 2013. This also amplifies the critical need for an improvement at this location.

Currently, the steep grade and sharp curves of the bridge approaches are hazardous, especially in the winter. The proposed new bridge alternatives include corrections for the poor horizontal and vertical alignments. As a result of the sharply-curved approaches to the bridge, speeding across the bridge is discouraged. However, some wintertime accidents have occurred due to the steep (greater than 5%) grade approaching from Ferndale. Five (5) accidents have been recorded in the vicinity of the present crossing between January 31, 1984 and December 31, 1994. One occurred on the present bridge, another occurred between the bridge and S-209, and the remaining three were on its northerly approach.

The existing structure also poses a serious hazard. Damage to the truss members and railings indicate a number of unreported accidents have occurred on the existing bridge. Both reported and unreported accidents illustrate the current bridge's functional inadequacy. Additionally, driver sight-distances at this location are severely restricted both by the poor approach alignments and the existing bridge. These lead to conditions in which it is difficult for drivers to observe traffic, pedestrians, and/or obstructions in the roadway.

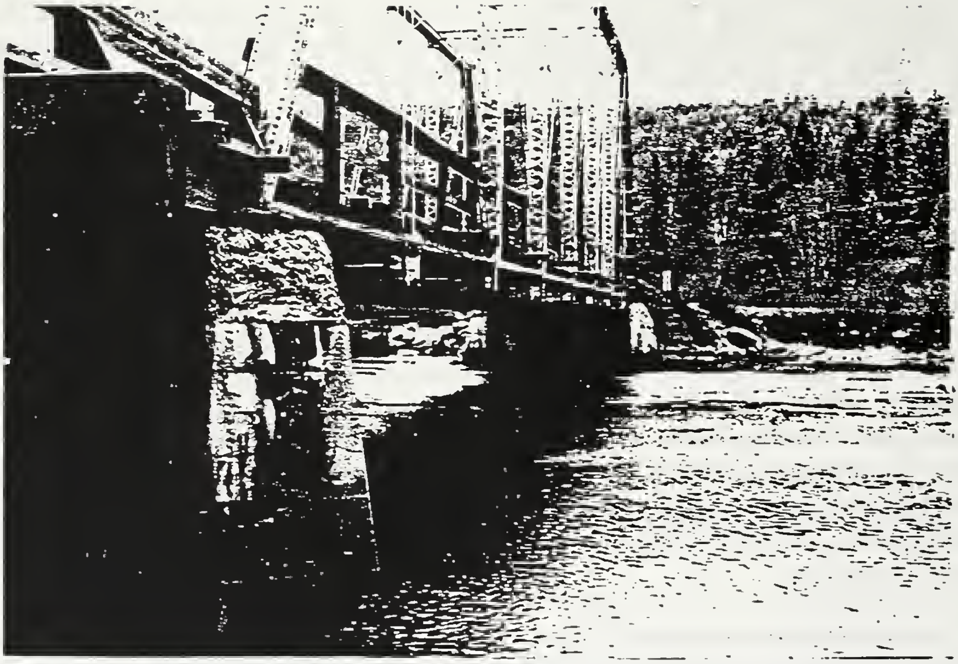


Photo 1 - Looking northerly from the southeasterly end of the existing "Kearney Rapids" bridge on 19-Apr-93. Note deteriorated condition of pier in the left-foreground (in need of extensive repairs).

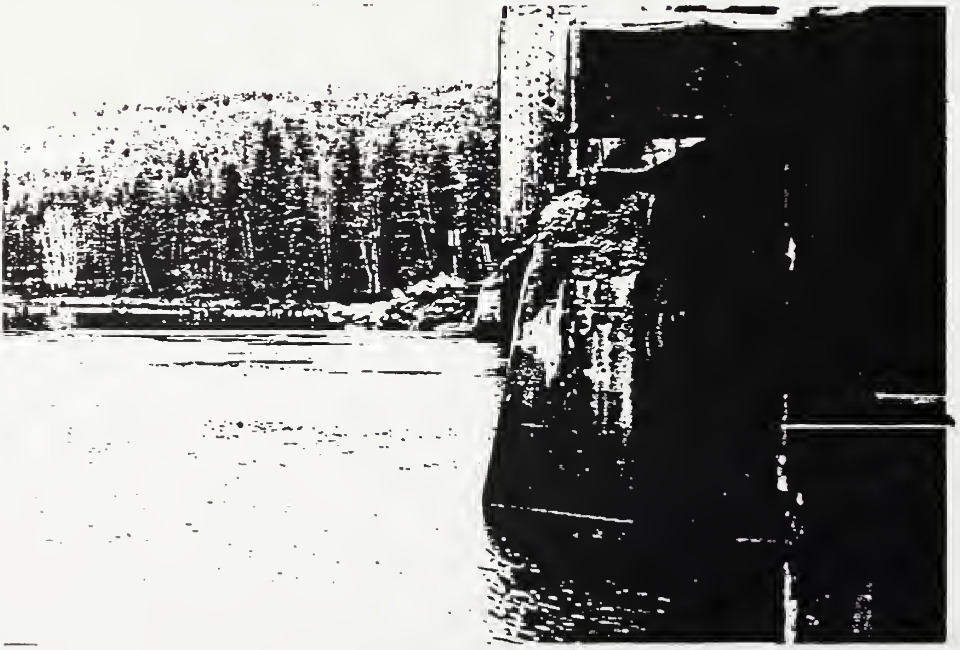


Photo 2 - Looking northerly from the southwesterly end of the existing "Kearney Rapids" bridge on 19-Apr-93. Note deteriorated condition of pier in the right-foreground (in need of extensive repairs).

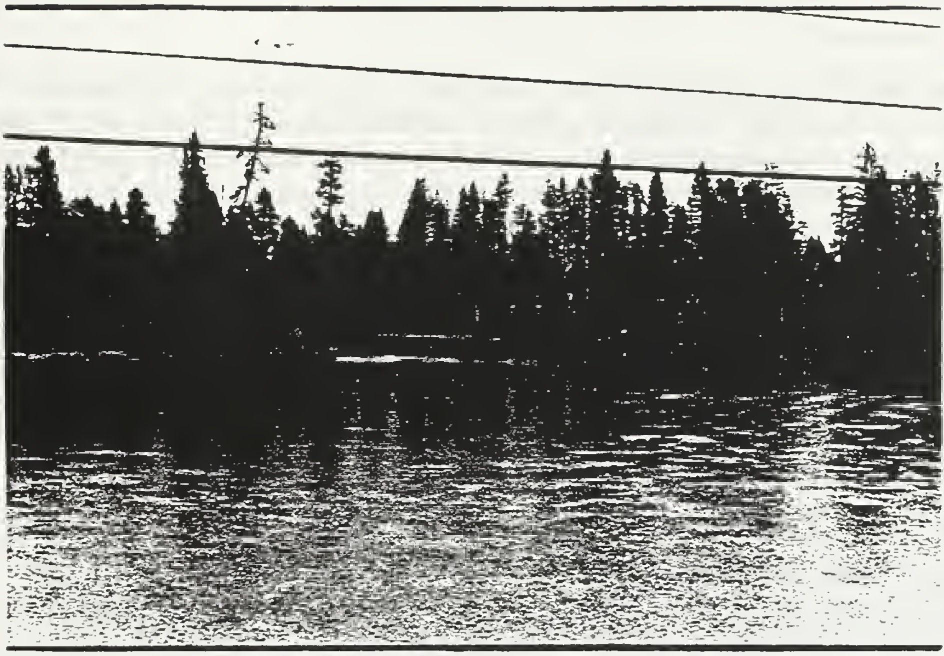


Photo 3 - Looking easterly (upstream) on the Swan River from the northerly approach to the existing "Kearney Rapids" bridge on 19-Apr-93. The Swan Range is visible on the background on clear days.

Photo 4 - Looking westerly (downstream) on the Swan River from the northerly approach to the "Kearney Rapids" bridge on 19-Apr-93.

III. ALTERNATIVES CONSIDERED

A. Introduction

Montana highway and bridge projects are developed to meet or exceed the minimum American Association of State Highway and Transportation Officials (AASHTO) guidelines as well as MDT's design standards. Considering the many major deficiencies of the existing bridge, substantial upgrading was required for it to meet these guidelines and standards. Therefore, alternates that met current AASHTO and MDT design requirements were developed to replace the current bridge.

AASHTO recommended minimum roadway design standard is two, 12-ft. lanes and a design speed of 30 MPH for the traffic projected in the design year 2013. Two types of "build" alternatives that corrected or minimized operational and structural deficiencies of the crossing were evaluated and presented in this document. These two types were the rehabilitation and replacement alternatives, and included in the discussions is the "No-build" alternative. The alternatives considered in the original Environmental Assessment were:

(A) The "No-Build";

(B) Rehabilitating the existing structure;

(C) Replace the existing bridge with a new 163 ft. bridge; and

(D) Replace the existing bridge with a new 290 ft. bridge.

Additional information on comparison of alternatives is contained in **Table 1** on page iv.

Due to public comment, the analysis of these alternatives has been amended as follows:

- Alternate C (163 ft. bridge) is no longer considered a viable alternative. Public opposition and concerns of the MONTANA DEPARTMENT OF FISH, WILDLIFE & PARKS (MDFW&P) regarding the placing of 3630 cubic yards of fill in the Swan River ended consideration of this Alternate.
- Alternate D (290 ft. bridge) was slightly modified, and referred-to as "Modified Alternate D". The greatest change was that the bridge would not have a tangent crossing of (*i.e.*: "straight across") the river, but rather would have been on a curve.
- Alternate **E** was a new proposal in the 1st REA making it possible to leave the existing bridge in-place (had a new owner been found). This alternate is a tangent crossing slightly upstream of the existing crossing, and the old bridge would not have to be demolished. Another advantage of this proposal is that traffic could be maintained on the old bridge while the new bridge is under construction. This (290 ft. bridge) has been identified as the "*preferred* alternative" for this proposed project. A sidewalk is also proposed to be included as a result of comments made at the 1st REA's Public Hearing.

B. The Alternatives

1. Alternative A - "No-Build"

The "No-Build" alternative (also known as the "do nothing" alternative) meant taking no action. This alternate would have left the existing "Kearney Rapids" bridge in-place with only minimal maintenance and repairs as-needed (and economically feasible). This alternate has essentially been in effect since the FHWA approved this proposed project for engineering studies in mid-August, 1987. The dilapidated condition of the existing bridge would not be improved.

Another temporary, or even a permanent closure of the existing bridge due to its current 3-ton limit being exceeded was likely to occur under this alternate.

This "No-Build" alternative also provided a valid basis to establish the Purpose and Need for the proposed improvement (see part **II** on pages 4 & 6, preceding). That demonstrated Alternative A did not meet the traveling public's needs in terms of safety and service.

"Pros"

This alternative had no direct costs and no new impacts would have been imposed on the surrounding land and water. There would have been no loss of stream habitats, and no change in the visual opportunities of or from the bridge. However, these assumptions were based on no sudden, catastrophic collapse of the existing structure (such as may occur under a large truck with a gross vehicle weight far in excess of the current 3-ton limit attempting to use this bridge). Some public comments received at, and following a Public Hearing (in late August, 1995) on this proposed project favored this "do nothing" alternative (see also part **VI.B. Public Involvement** on page 36, following).

"Cons"

This "do nothing" alternative did not satisfy the purpose and need of the proposed improvements. The existing 86-year-old structure is in disrepair; it does not meet safety requirements or correct the poor driver sight distances, and is too narrow to provide for two lanes of traffic. The 3-ton load limit restricts trucks carrying otherwise legal-weight loads from crossing the Swan River at this location. Flathead County would also continue to bear the liability and/or maintenance of a deteriorating facility. This was most likely to become an increasingly burdensome problem. If the bridge collapsed, human life could be lost and the Big Fork Dam (approximately one mile downstream) would be at risk from floating debris. Although lead-based paint would still be on the bridge, it would not be considered a hazardous waste (*vis.*: the lead-based paint is not a hazardous waste until it's removed).

Cost[9] of Alternative A: $0

Therefore, ("No-Build") Alternative A is no longer considered viable, practicable, and/or feasible and prudent for this proposed project.

2.a. Alternative B-MDT Rehabilitation

Rehabilitating the existing bridge would have involved salvaging usable parts from the existing structure while installing new members and pieces where needed. The original structure would have been left in-place while under repair. Rehabilitating old bridges is a current trend in the United States as the "infrastructure" (*i.e.*: bridges, roads, buildings, etc.) ages. Historic bridges are symbols of times past, serving as reminders to the development of surrounding land and communities. Also, the construction costs and environmental impacts of rehabilitation are usually either less than or equal to a full replacement.

"Pros"

This alternative used the existing bridge's length, alignment, and truss-configuration for the main spans. It would have involved replacing the timber structures on the approach spans, stringers, and decking. The load rating would have been increased to 20 tons, and the aesthetic value of the historic bridge would not have been adversely affected.

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[9] These "Cost" figures are for construction, Right-of-Way/easement acquisition, and related items.

Comments were forwarded to MDT favoring this alternative following a public meeting held in Bigfork on January 11, 1993. These comments reflected the opinion that the intrinsic aesthetic value of the existing structure adds to the scenic features of this area. One comment suggested that the existing bridge is a "landmark" even though (at that time) the structure did not qualify as a Historic Bridge under the criteria for listing on the National Register of Historic Places (NRHP)[10]. There were also some comments received in support of this alternative during and after that Public Hearing on this proposed project held in late August, 1995. (see part **VI.B. Public Involvement** on page 36, following).

"Cons"

This alternative would not have reduced the steep vertical grade on the southeasterly approach (from Ferndale), or provided two traffic lanes. The sharp curves on both approaches would need to have been investigated as part of the design process. The poor driver sight distances at this location would not have been corrected. The rehabilitated bridge would not have met AASHTO recommendations and/or MDT design standards.

The majority of the bridge would still have been over 86 years old, and structural considerations (such as pin connections and pier foundations) would need to have been investigated. At best, rehabilitation would have extended the service life of the bridge 25 years, after which it is unlikely that it could have been salvaged.

Furthermore, the existing bridge is covered with a lead-based paint, which would need to have been removed. A complete scope-of-work and a total cost estimate of a rehabilitation were not made. A sub-surface investigation of the pier footings and foundations would have been needed if rehabilitation was used, and such investigations are costly. Historically, the substructure comprises about one-half of the total cost of a new bridge's construction. With the new posting of a 20-ton limit on the rehabilitation, costs associated with upgrading the substructure may have become exorbitant.

The lead in the existing bridge's paint is a toxic substance. Removal of lead-based paint is regulated by the U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA), the Federal Occupational Safety & Health Administration (OSHA), and the MONTANA DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ, formerly the MONTANA DEPARTMENT OF HEALTH & ENVIRONMENTAL SCIENCES/MDH&ES). These require a complete understanding of lead-based paint removal procedures. Worker health and environmental issues, including lead-based (or lead) paint disposal, are outside the scope of this document. For a more complete understanding of these and related topics, a good source is Kenneth A. Trimber's Industrial Lead Paint Removal Handbook, available from the Steel Structures Painting Council.

The removal of lead paint is very detailed, time-consuming, and expensive. With the many volumes of regulations and procedures, little room is left for error. Before the bridge is repainted with an approved coating, the steel must be cleaned free of the lead-based paint which requires sand-blasting or blast-beading. The residue must be 100% contained. Also, the contractor and MDT (and, in this case, the County owning this bridge) must take measures to test the soils, water table, and the river. A procedure for the workers (including respiratory and personal hygiene training, and other medical surveillance programs) to monitor levels of lead before the project begins and again upon completion must be approved by the regulatory agencies prior to construction. Once the lead paint is removed, it then must be sealed in special containers and shipped to an EPA-permitted treatment and disposal facility (none of which currently exist in Montana). The costs and risks to the environment also increase rapidly.

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[10] In July, 1994, local residents succeeded with a petition to get the bridge listed in the NRHP.

The added expense to clean the existing bridge free of the lead paint was at least $95,000.

Estimated Cost of Alternative B-MDT: $463,000

This alternative was not chosen, and the old bridge is still coated with the lead-based paint. Disposal of the bridge does not require that this paint be removed as it remains part of the discarded structural members. The removed bridge becomes the property of the contractor, who will be accountable for the removal/disposal of this paint. This Alternative B-MDT is also no longer considered viable, practicable, and/or feasible and prudent for this proposed project.

2.b. Alternative B-Muth - Muth's Rehabilitation Option

Interested community members hired a private consulting engineer (a Mr. Muth) to investigate a rehabilitation of the existing structure. Muth's proposal used the existing through-trusses, added suspension cables for additional support, and a new steel-reinforced concrete deck. It also included an earthquake "retrofit" (as required by the FHWA).

"Pros"

Mr. Muth claimed that the bridge would last another 50 years and have a posted 36-ton load limit. This alternative was intended to allow the "Kearney Rapids" Bridge to remain eligible for listing on the NRHP for its historic nature (under "criteria C"). Other amenities included widening for a sidewalk and guardrail to enhance pedestrian and bicycle safety. This alternative was supported by the majority of those attending, and in the responses following that late August, 1995 Public Hearing on this proposed project (see also part **VI.B. Public Involvement** on page 36, following).

"Cons"

The sharp approach curves, single-lane crossing, narrow width and height restrictions would not have been changed. No substantial improvements to the poor driver sight distances occurred. The lead paint would have been removed as described under part III.**B.**2.a., previous, adding approximately $95,000 to this option. The design, when completed, radically altered the existing appearance and caused the bridge to be ineligible for the NRHP. Both the STATE HISTORIC PRESERVATION OFFICE (SHPO) and the Keeper of the NRHP reviewed this proposed alternative, and confirmed that it *adversely affected* the bridge's eligibility for listing on the NRHP (see part **IV.C.**5. on page 26, following).

Estimated Cost of Alternative B-Muth: $620,000

This Alternative B-Muth is also no longer considered viable, practicable, and/or feasible and prudent for this proposed project.

3. Alternative C - build a new 163 ft. bridge

This alternative involved a total replacement of the substructure and superstructure with a new 163 ft. bridge, as well as realigning the approaches for safer curves. A new bridge will use pre-stressed concrete girders with a reinforced concrete deck, and have a 75 to 100 year service life requiring little maintenance.

"Pros"

The deck elevation would have been raised approximately two feet higher than present. This also slightly decreases the grade on the southerly approach from S-209. A new bridge will safely carry a 36 ton load, and uses two 12-ft. traffic lanes. The horizontal alignment on this alternative would have shifted 10± ft. downstream and provides for safer (flatter) approach curves. Driver sight distances improve as a result of the proposed alignment changes and wider bridge deck.

Studies of the Swan River in relationship to the Big Fork Dam 1± mile downstream indicate that the additional encroachment into the river from the new bridge approaches will have a minimal effect on velocities and backwater elevations. From a hydraulic standpoint, changes in the velocities and flood stage elevations are insignificant.

"Cons"

A disadvantage of this alternative was that its approaches encroached-into the Swan River and would have adversely affected some fish habitats. The total proposed bridge length of 163 ft. required 3,630 cubic yards of embankment material for the new abutments. The existing "Kearney Rapids" bridge length is 241 ft. (including approach spans).

The MDFW&P initially approved the Alternative C concept as proposed with stipulations for mitigation. Mutually agreed-on mitigation was coordinated with the MDFW&P when MDT applied-for the ***124SPA* Stream Protection Permit** on this proposed project.

Estimated Cost of Alternative C: $500,000

However, Alternative C is no longer being considered by Flathead County and MDT due to the concern expressed at the public meeting held in Bigfork in February, 1994. Also, some trees screening the man-made structures from the view of recreationists and local area residents would have been removed. Therefore, Alternative C is no longer considered as being viable, practicable, and/or prudent for this proposed project.

4.a. Alternative D - build a new 290 ft. bridge

This alternative involved a 290-ft. bridge on a tangent over the present structure's alignment. It would have been 49± ft. longer than the existing bridge with approach spans.

"Pros"

This alternative offered the advantages found in Alternative C, and required less fill material to be placed in the river. Secondly, the longer bridge would not have affected the river's water levels and velocities at flood stages as much as either the existing structure or the preceding Alternative C.

"Cons"

The longer bridge cost approximately $200,000 more than Alternative C, required removing the existing bridge, and eliminated the visual tree screen. This (and the following two Alternatives) required a higher bridge deck elevation to maintain the existing "freeboard" between the bottom of the superstructure and the river. Both of these effects may make the new bridge appear to encroach upon the surrounding local scenery.

Estimated Cost of Alternative D: $690,000

Alternative D is also no longer considered viable, practicable, and/or prudent for this proposed project.

4.b. "Modified" Alternative D

Alternative D was revised after circulating the original Environmental Assessment (EA). The same approach alignments would have been used with a slight increase in vertical alignment. However, the bridge was on a 15° horizontal curve instead of a tangent over the present crossing. This "Modified" Alternative D also required removal of the existing bridge prior to construction. The river access on the south (left) bank, upstream of the existing bridge, would have moved about 25 ft. upstream (easterly).

The horizontal alignment on the 15° curve would have continued across the bridge with 0.04 ft./ft. superelevation, resulting in a 30 MPH design speed. The concrete construction would have been the same as described previously. The steepest grade was 3.26± % on the southerly approach. The approach roadway was to be 24 ft. and the bridge deck would have been 26 ft. wide, with the latter 2 to 3 ft. higher than the existing bridge. The fill slopes on the northerly approach were to be steepened from 4:1 to 2:1 to reduce total wetland impacts from 0.29± acres to 0.10± acres. The total new Right-of-Way and easement required on the southerly side of the proposed bridge was 0.72± acres. This alternative is shown on **Figure 5** in **Part VII.** (page 41) of this document.

The "freeboard" elevations were not less than the existing clearances, so river recreationists would not have had restrictions under the new bridge. This proposed alternative would have had three piers and four spans. In effect, the curved alignment changed very little from that of the original proposed Alternative D. Adding a curve to the horizontal alignment increased safety by flattening the approach curves. The original Alternative D's estimate of $690,000 was only 3± % less than that of this "Modified" Alternative D.

"Pros"
An optimum feature of this alternative was that it had a design speed of 30 MPH, which is the same as the other replacement proposals considered. Secondly, this alternative used portions of the existing approach alignments and required less earthwork. Also, fewer trees were removed if this alternative had been selected. Driver sight distances were improved with safety enhanced for pedestrians and vehicles under this alternative.

"Cons"
The main shortcoming of this alternative was that the new bridge required removing the old structure prior to construction. Also, some trees needed to be removed for the construction of the higher bridge approaches. This alternative also required additional Right-of-Way and easement on the southerly side of the bridge. Wetland impacts of 0.10± acres also occurred on the northerly side.

Estimated Cost for "Modified" Alternative D: $710,000

Therefore, "Modified" Alternative D is also no longer considered as being viable, practicable, and/or prudent for this proposed project.

5. "*preferred*" Alternative **E**
This "*preferred*" Alternative **E** is a new alignment following the original EA's circulation in late 1993. Its alignment was suggested by FLATHEAD COUNTY officials, and is shown on **Figure 6** in **Part VII.** on page 42 of this document. Alternative **E** involves a new bridge upstream (easterly) of the present one, and allowed that existing structure to remain in-place if (a) new owner(s) could be found. The river access easterly (upstream) of the present "Kearney Rapids" bridge moves about 30 ft. easterly (upstream) and remains on the same southerly (left) bank.

This alternate's horizontal alignment features two 19° horizontal curves (with a design speed of 30 MPH) on both ends of the bridge approaches. The 0.04 ft./ft. superelevation on each of the approach curves is retained, although the crossing uses a tangent (straight) across the river. The maximum grade (4.01± %) is on the southerly approach to the bridge. The deck is two to three feet higher than the existing bridge's. This alternative also involves three piers in the river with a four-span bridge including approach spans. The beams and stringers are also pre-stressed concrete with a reinforced concrete deck.

The approach roadway is 24 ft. wide with a bridge deck width of 31.3± ft. (this latter includes a 5 ft. sidewalk). The fill slopes on the north side were steepened from 4:1 to 2:1 to reduce total wetland impacts from 0.25± acres to 0.11± acres. The total new Right-of-Way and easement areas for this proposed "*preferred*" Alternative **E** on its southerly side are about 2 acres.

"Pros"

The main attraction of this alternative is moving the new crossing upstream allows traffic to be maintained on the existing bridge during construction. However, this use is contingent upon the present bridge remaining open with its current load limits. Safety improvements (approach alignment and driver sight distances) are similar to the preceding replacement alternatives, as is the relocated river access (upstream from its present alignment). This "*preferred*" Alternative **E** also received some support at, and following the Public Hearing held on this proposed project in late August, 1995 (see also part **VI.B. Public Involvement** on page 36, following).

"Cons"

This alternative impacts approximately 0.13 acres of wetlands on its northerly approach. An additional 0.02± acres of wetlands will be affected easterly (upstream) of its southerly approach. These impacts will be included as part of a proposed site for wetlands mitigation of several proposed MDT highway projects in the upper Flathead Valley (ref.: Part **IV.C.-** 3. Wetlands on page 23 of this document). Also, more trees will be removed on the southerly side of the bridge to build its new approach.

Estimated Cost for "*preferred*" Alternative **E**: $890,000

This "*preferred*" Alternative **E** has been selected as this proposed project's "*preferred* alternative" as recommended by the FLATHEAD COUNTY BOARD OF COMMISSIONERS, and as confirmed by the MONTANA TRANSPORTATION COMMISSION (MTC, see part **VI.B. Public Involvement** on page 36, following).

IV. SOCIAL, ECONOMIC, AND ENVIRONMENTAL IMPACTS

A review of the social, economic, and environmental factors and resources known to be affected by this proposed action involved cooperation between Federal agencies, MDT and other state agencies, Flathead County officials, and information from the general public. Urban impacts were not found in the study area due to the rural setting of this proposed project. Only those impacts with a reasonable possibility for individual or cumulative impacts are assessed under this section.

A. Introduction

One of the issues concerning this proposed project is aesthetics regarding both the appearance of the existing "Kearney Rapids" bridge, and its relationship to the local landscape. For the last 86 years, the present "Kearney Rapids" bridge has been at this location. This man-made structure appears to "blend-in" with the natural environment as most of the local populace remembers its being there. Arguably, the *possibility* of change is the source of opposition and controversy rather than the *nature* of the change. With the new bridge Alternative **E**, its pre-stressed concrete appearance will replace the aesthetics of the existing wood deck and steel truss version. This imposition occurred *regardless* if the present bridge remained in-place.

Another related concern is that an improved structure will lead to development in the area. Local homeowners and other concerned individuals perceive that, due to easier access, their area will automatically be developed, threatening their space and privacy. This issue begs the question: Does the improvement of a transportation facility foster development, or follow it? The Bigfork area, along with most of the Flathead Valley, has been experiencing rapid growth since the 1970's. The more desirable an area is (*i.e.*: the more it has to offer), the more likely people will choose to live there. Areas that experience increases in population also have greater demands on its transportation facilities. MDT's responsibility includes providing safe, efficient roads and bridges that meet these increasing transportation demands. However, MDT has no statutory authority over an area's development, nor dictates patterns of growth. Its responsibilities include engineering facilities to meet change or growth in the most reasonable and practical way. Landowners have control over the development of their own land, as regulated by municipal and/ or county governments to control growth trends through planning and zoning practices.

A third issue on this proposed project concerns the fill placed in the river for Alternative C (see item **III.B.**3. on page 14, previous). About 3,630 cubic yards of fill would have been required for the approaches to the new bridge. This new embankment would have reduced both the amount and quality of fishery habitat in its immediate area of the Swan River.

B. Social & Economic Impacts

This proposed action will not have any significant impact on the location, distribution, density or growth rate of the area's population. When completed, this proposed project's "build" alternatives will result in the generation of additional vehicular movement. Passenger cars and light trucks/utility vehicles may have continued to use the existing structure under Alternative A. However, as stated under item **III.B.**1. on page 11, previous, the existing "Kearney Rapids Bridge" could be closed, again. Such a closure will result in some permanent disruptions to travel patterns and extended travel by emergency services (law-enforcement vehicles, ambulances) between the Swan River communities and Ferndale/Bigfork areas.

Mid-sized trucks and emergency services (*i.e.*: fire trucks) along with service vehicles (school buses, snowplows, garbage/septic service trucks, utility vehicles, etc.) would have been able to cross the Swan River at this site under Alternative B-MDT, but only one-way at a time.

Heavier trucks (up to 36 tons) will be able to use the new bridge under Alternatives B-Muth[11] through **E**, inclusive. This will result in some changes to present vehicular traffic patterns. However, the proposed "*preferred*" Alternative **E** will not affect the community in terms of disruptions to its cohesion (physically dividing neighborhoods and/or separating residents from community facilities, etc.). Overall, this proposed action's "*preferred*" Alternative **E** will be an improvement to the public road and bridge system in the Bigfork-Ferndale-Swan River communities' area. It will not have any long-term beneficial (see item **IV.D.** on page 31, following) or adverse effects on the local and/or regional economies.

1. Safety & Efficiency

This proposed project's "*preferred*" Alternative **E** provides a safer and more efficient facility for all road users. Neither Alternatives B-MDT nor B-Muth corrected the poor driver sight-distance problems on the approaches or the existing bridge. Construction of a wider bridge with Alternatives C - **E**, inclusive, allows traffic and pedestrians to move more quickly and safely over the Swan River. The "*preferred*" Alternative **E** will also improve driver sight distances both on the structure and its approaches.

There will be no effect on recreation as the river access is perpetuated under all proposed alternatives. The "freeboard" (see item **III.B.**4.a. on page 15, previous) clearance does not change noticeably under any of the proposed new bridge alternatives. A new bridge with a wider roadway (on both the deck and approaches) provides better access to residents and recreationists traveling in and out of the area. The two-lane roadway in Alternatives C - **E**, inclusive, improves safety for bicycle and pedestrian travel. Overall, this proposed project's "*preferred*" Alternative **E** provides a dependable, all-year recreational and commuter travel to the area. The "*preferred*" Alternative **E** also improves safety for pedestrians and vehicles with a wider two-lane roadway, greater driver sight distances, and the (added) walkway.

The "*preferred*" Alternative **E** also provides for substantial improvement in public safety. Closing the present bridge under Alternative A resulted in a longer time for emergency responses to fires, accidents, and/or health problems. This situation increased the risks to loss of life and/or property.

Another result of this proposed project's "*preferred*" Alternative **E** is a more efficient facility for all users. One of the more positive impacts of these is the ability of the bridge to carry a load in excess of three tons. The restricted capacity of the present bridge, or another closure results in longer travel times, increased fuel consumption, and more vehicle wear and emissions. Alternatives A and B would not have allowed loads wider than 16± ft. to use this crossing, regardless if they were within the existing or proposed weight limits. The current structure has 19.5 ft. of a maximum vertical clearance over the roadway. The county bridge supervisor placed an 7.5± ft. maximum vehicle height restriction on the existing "Kearney Rapids" bridge after it was reopened in the Fall of 1994. Although the "rehab" options allowed the 19.5± ft. maximum height limit to be reinstated, the new bridge will have no height limitations at all.

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[11] The B-Muth alternative placed width and/or height restrictions on large trucks.

2. Land Use/Relocation

Additional Right-of-Way (R-o-W) of 2± acres is required for the "*preferred*" Alternative **E**. This minor loss of property from the tax rolls will have a negligible effect on revenues for Flathead County. An additional 0.7± acres of temporary-use construction permits will also be needed. All proposed R-o-W, easements, and construction permits areas will meet MDT's definition for "minor amounts"[12] of acquisition for same. There are no residences or buildings near the bridge, therefore, no relocations of persons and/or businesses are necessary.

This proposed project is located within an area classified as "agricultural" under the **BIGFORK AREA** LAND USE PLAN. This PLAN was adopted in Resolution Nº 933A by the FLATHEAD COUNTY BOARD OF COMMISSIONERS on August 16, 1993. This proposed project's "*preferred*" Alternative **E** does not conflict with this PLAN's goals, objectives, and/or recommendations.

The proposed R-o-W needed will all be from the utility company (Pacific Power & Light Cº.) owning the property on and adjacent to the "*preferred*" Alternative **E**. All lands needed for R-o-W from private ownerships on this proposed project will be acquired by MDT in accordance with both the *Uniform Relocation Assistance and Real Property Acquisition Act* of 1970 (**P.L. 91-646**), and the *Uniform Relocation Act Amendments* of 1987 (**P.L. 100-17**). Compensation for R-o-W acquisitions is made at "fair market value" for the "highest and best use" of the land. The R-o-W acquired for the "*preferred*" Alternative **E** on this proposed project will be conveyed to Flathead County.

The State regards the Swan River as a "navigable waterway" on its reach between the Swan and Flathead Lakes. Therefore, under **70-16-201** and **70-1-202, M.C.A.**, the MONTANA DEPARTMENT OF NATURAL RESOURCES & CONSERVATION (DNR&C, which now includes the former MONTANA DEPARTMENT OF STATE LANDS/DSL) has jurisdiction over the land under this present and proposed crossing. MDT will request the DNR&C to issue a 0.4± acre easement for the new bridge constructed under this proposed project's "*preferred*" Alternative **E**, and this easement will also revert to Flathead County. The DNR&C is also a Cooperating Agency on this proposed project's environmental documentation under the provisions of 23 CFR 771.111(d) (and is listed under part **VI.A.** on page 34, following).

The FEDERAL ENERGY REGULATORY COMMISSION (**FERC**) was also requested to be a Cooperating Agency on this proposed project. The **FERC** has licensing authority over the Bigfork Dam and its reservoir, and responded to the Cooperating Agency request on March 15, 1996 (and is also listed under part **VI.A.** on page 34, following).

3. Environmental Justice

No concentrations of minorities, and/or low-income groups have been identified within this proposed action's "build" alternatives. Executive Order Nº 12898 FEDERAL ACTIONS TO ADDRESS ENVIRONMENTAL JUSTICE IN MINORITY POPULATIONS AND LOW-INCOME POPULATIONS has been observed for this proposed project. Implementation of the "*preferred*" Alternative **E** will not create disproportionately high and/or adverse effects on the health or environment of minority and/or low-income populations.

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[12] MDT defines "minor amounts" of R-o-W (including easements and/or construction permits) as either 10% of a parcel under 25 acres, or 1% of a parcel equal to or greater than 25 acres in size.

C. Environmental Impacts

1. Floodplains

Executive Order Nº 11988 and FHWA's floodplain regulations (23 CFR 650, Subpart A) require an evaluation of this proposed action to determine if any of its alternatives encroach on the "base" floodplain. The "base" floodplain is defined as the area covered by water from a "100-year" flood. The "100-year" flood represents a flood event with the probability of recurring once every 100 years. **Figure 3**, following, shows the Swan River's floodplain in this proposed project's area as delineated on the Flood Boundary and Floodway Map from the FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA). Flathead County administers this floodplain for FEMA, and a Floodplain Development Permit will be required for any encroachments into this regulatory floodplain due to construction (see part **V. PERMITS REQUIRED** on page 33, following).

a) History

The flood history of this bridge leaves no question that this area of the Swan River lies within a floodplain. Apparently, the flood of record (a 75-year event), which occurred in 1974 forced the County to change the approach spans to keep the bridge in service. However, the hydraulic activity at this site is almost completely controlled by the Big Fork Dam located approximately one mile downstream. This dam was constructed *c.* 1902 to generate electricity for the Bigfork area; it was raised 4 ft. in 1931.

MDT's studies show that the hydraulic characteristics of the Swan River essentially remain the same with the reduced channel width from the proposed encroachments in the 163 ft. Alternative C (see item **III.B.**3. on page 14, previous). Since the other proposed alternates have less (or no) impacts on the floodplain, only Alternative C is discussed as follows:

b) Floodplain Impacts from Alternative C

The hydraulic analysis performed by MDT shows that impacts to the floodplain from this proposed alternative were minimal. Demonstrating that this alternative with the greatest impact did not significantly change the hydraulic characteristics of the Swan River leads to the conclusion that the other alternatives also have no significant effects.

The minimum "pool" level at the Bigfork Dam is the same as the spillway crest elevation of the dam, which is 3008 ft. above mean-sea-level (*msl*). The deepest point in the river channel at the bridge crossing is about 2998 ft. above *msl*. Thus, the dam creates a minimum water depth of about 10 ft. at the bridge crossing. The bridge site could either be considered part of the impounded water confined by the dam, or a reach of the Swan River. The velocity of the Swan River at the Base Flood (with a 100-year flood event flow-rate of 9620 cubic ft.-per-second/cfs) is 3.4 ft.-per-second (fps) at the existing bridge.

The total length of the existing bridge is 241 ft.-2 in. To replace the existing steel truss bridge that has timber approach spans and nearly vertical wall abutments with a new bridge having sloping "spill-through" abutments and prestressed concrete beams requires a longer bridge. A new bridge that requires no additional fill into the river, and thus causes no additional increase in backwater elevations, would be about 290 ft. in length. With abutment slopes of 1.5:1, the new bridge was shortened to the proposed 163 ft. structure resulting in only a 0.2 ft.[13] increase in backwater. The 100-year event velocity increased from 3.4 fps to 5.0 fps.

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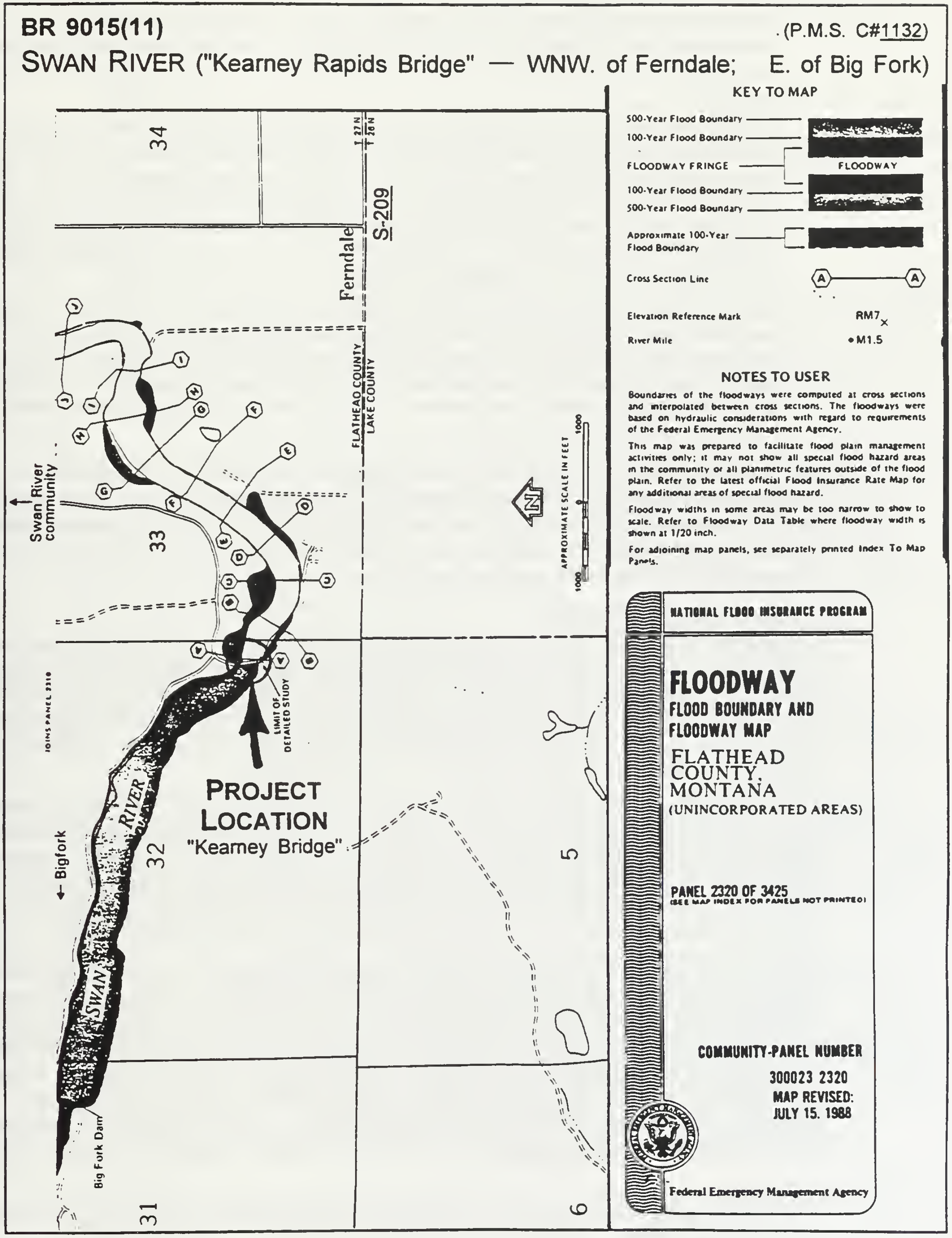
[13] The figure of 0.4 ft. was used in earlier correspondence and has since been changed to 0.2 ft. based on a second hydraulic analysis done by MDT.

Figure 3 - Flood Hazard Boundary Map



NOTES TO USER

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the Federal Emergency Management Agency.

This map was prepared to facilitate flood plain management activities only; it may not show all special flood hazard areas in the community or all planimetric features outside of the flood plain. Refer to the latest official Flood Insurance Rate Map for any additional areas of special flood hazard.

Floodway widths in some areas may be too narrow to show to scale. Refer to Floodway Data Table where floodway width is shown at 1/20 inch.

For adjoining map panels, see separately printed Index To Map Panels.

For the 100-year frequency, this was a minimal increase. At the average flow of 1160 cfs (established from 66 years of U.S. GEOLOGICAL SURVEY records), the velocity increase was negligible: from 0.6 fps to 0.9 fps. The flood of record at the gage site is 8890 cfs (in 1974).

In summary, the flow rate through the existing bridge at the 100-year event is 9620 cfs at a maximum velocity of 3.4 fps. The same flow of 9620 cfs had a velocity through the new bridge opening of Alternative C at 5.0 fps with an increase in backwater of 0.2 ft. The existing surface elevation *at the bridge* during a 100-year flood is 3013.2 ft. above *msl* compared to an elevation of 3013.4 ft. above *msl* (hence the increase of 0.2 ft.) in Alternative C for the same event. These figures showed no significant floodplain impacts for Alternative C during the 100-year flood event.

There is a house 600± ft. *upstream from the bridge*; its floor elevation is 3013.9 ft. above *msl*. With the existing structure, the 100-year flood elevation 600± ft. upstream is calculated to be 3013.5 ft. above *msl*. Had Alternative C's proposed bridge been in-place, MDT's water surface profile calculations showed a 100-year flood elevation of 3013.6 ft. above *msl* at this location — an increase of 0.1 ft. over the existing structure's and 0.3 ft. *below* the house's floor elevations.

This proposed project will not promote or encourage development within this delineated floodplain, nor increase flood liability hazards from its construction. This proposed project is therefore considered to be in compliance with Executive Order № 11988. Flathead County administers permits for work in floodplains. This proposed project's "*preferred*" Alternative **E** will meet FEMA's floodplain management criteria.

2. Erosion Control & Seeding

Construction of highway cuts and embankments, if left unchecked, results in temporary erosion and siltation of the adjacent river. Replacement of the bridge, piers, approach span pilings, and new fills will cause temporary soil surface disturbances and short-term siltation into the Swan River. Temporary erosion control measures, such as silt fences, will be used to minimize and control siltation. Work in the river will be allowed only during those periods specified by the regulatory resource management agencies (*i.e.*: the MDFW&P).

An Erosion Control Plan for this proposed project's "*preferred*" Alternative **E** will be submitted to the MDEQ's Permitting & Compliance Division in compliance with their Montana Pollutant Discharge Elimination System Regulations (ARM 16.20.1314). Best Management Practices (BMP's) will be used in the design of this Plan using guidelines as established in MDT's Highway Construction Standard Erosion Control Workplan. The objective is to minimize erosion of disturbed areas during and following construction of this proposed project.

MDT will re-establish a permanent desirable vegetation community over all exposed areas disturbed by the proposed "*preferred*" Alternative **E**'s construction. This action will be in accordance with **7-22-2152** and **60-2-208, M.C.A.** A set of revegetation guidelines will be developed by MDT that must be followed by the contractor. These specifications will include instructions on seeding methods, dates, mix components, and the types and amounts of mulch and fertilizer. Seed mixes include a variety of species to assure that areas disturbed by construction are immediately stabilized by vegetative cover. The Seeding Special Provisions for this proposed project will be forwarded to the Flathead County Weed Board for approval.

3. Wetlands

A wetlands survey was conducted and a Wetlands Finding prepared by MDT for this proposed project in May, 1992.

A supplemental delineation was conducted in the Fall of 1993. Two moderate- to high-value wetlands occur in this proposed project's area. These are described as follows:

a) Site 1
This site occurs northerly of the bridge along the easterly side of the approach road. The wetland is an approximate 0.7 acre emergent/scrub-shrub marsh adjacent to the river which is dominated by cattail, willow, and red-osier dogwood, and is bordered by patches of Douglas-fir/western larch/aspen forest. Habitat interspersion at this site is excellent, providing habitat for a variety of wildlife species. This wetland scored 16 out of a possible 24 points on the MDT/MDFW&P wetland site evaluation form.

b) Site 2
This site, an approximate 2.3 acre emergent shallow marsh, occurs northerly of the existing bridge on the westerly side of the approach road. The wetland is dominated by bulrush and sedge, and was flooded to depths of 6 in. to 1 ft. during the Fall, 1993 survey. This site provides some fish habitat, and is likely used as a foraging area for wildlife such as osprey and great blue heron. This wetland also scored 16 points on the MDT/MDFW&P's wetland site evaluation form.

No wetland loss occurred under Alternative A, again providing there is no sudden, catastrophic collapse of the existing "Kearney Rapids Bridge". Wetlands impacts from both versions of Alternative B depended on revisions to the northerly approach (see item III.B.2.a.'s "Cons" 1st paragraph, on page 12). Originally, it was estimated that 0.26± acres of wetlands would be affected by the proposed new bridge alternatives. However, through modifications, including proposals to steepen slopes and installing guardrails on the northerly approach road; projected wetland impacts were minimized to the extent practicable under Alternatives C and D. Approximately 0.07 acres of each wetland (a total of 0.14± acres) would have been filled as part of the approach road widening proposed under these alternatives. Wetlands in this proposed project's vicinity will be reduced from 3.00± to 2.86± acres. This 4.67±% reduction is not regarded as a significant loss to either wetland in terms of functions and/or values. "Modified" Alternative D also impacted a small amount of wetland (*i.e.*: less than one acre in size). The "*preferred*" Alternative **E** will impact an estimated 0.15± acre of wetlands.

It is the opinions of MDT's staff biologists that, since there are mature wetlands beyond both sides of the northerly approach, it would be best to leave them undisturbed. The steepness of the banks on the both sides of the Swan River westerly (downstream) of the bridge do not allow for an easy construction of replacement wetland habitat. Easterly (upstream) of the bridge there is another mature wetland on the northerly side. Construction activities to access these areas would impact the quality of these existing wetlands.

No on-site mitigation opportunities have been identified in this proposed project's immediate vicinity. Therefore, the amount of wetland area lost will be replaced at the "Batavia Waterfowl Production Area" site managed by the U.S. FISH & WILDLIFE SERVICE (USF&WS). This is in accordance with the Montana Interagency Wetland Group's Operating Procedure, and includes an approved Wetlands Mitigation Plan. This proposed wetland mitigation is also in compliance with the Interagency Memorandum of Understanding: Management and Mitigation of Highway Construction Impacts to Wetlands in the State of Montana. All proposed work affecting wetlands will be in accordance with Executive Order № 11990. This proposed project's Wetlands Finding & Report was in the 1st REA's Appendix D.

In summation: implementation of Alternative A, the "no build" alternative, had no wetlands impacts over the short term.

These were followed by (in order of increasing impacts): Alternative B (rehabilitation, both versions); Alternative D (new 290 ft. bridge); Alternative C (new 163-ft. bridge); followed by "Modified" Alternative D; and "*preferred*" Alternative **E**.

4. Biological Resources

A Biological Resources Report (Appendix D in the 1st REA) was prepared for this proposed project by MDT in October, 1993. This Report identified the four alternatives (A - D, inclusive) which were under consideration for this proposed project at that time. MDT's staff biologist reviewed Alternatives "modified" D and "*preferred*" **E** following their initial proposals. It was determined that neither of these had any substantially different impacts on biological resources (including wetlands, as discussed under item **IV.C.**3., preceding) than the other replacement alternatives. Also, no substantive changes to biological resources in this proposed project's vicinity were found to have occurred in the period since that original Report's preparation. Therefore, no addendum and/or revisions were needed for this Report due to biological resources impacts from either Alternatives "modified" D, or "*preferred*" **E**.

This Report also identifies Federally-listed Threatened/Endangered (T/E) species in the area. The identification of T/E species was conducted in accordance with *Section 7(a)* of the *Endangered Species Act* (**16 U.S.C. 1531 - 1543**) and information provided by the USF&WS. It has been determined that this proposed project is not likely to adversely affect the bald eagle, and will not affect the whooping crane, peregrine falcon, grizzly bear, gray wolf, or water howellia — all of which are the T/E species found in this region of Montana. Sensitive biological resources present in the project vicinity include water marigold (a plant Species of Special Concern/SSC) and an osprey nest. Neither of these resources will be significantly affected by this proposed project's "*preferred*" Alternative **E**.

The following mitigation/coordination measures for biological resources impacts are required on this proposed project's "build" alternatives:

- the contractor shall contact an MDT biologist to assess the overall status of nesting bald eagles in the project area prior to the onset of construction; and
- the location of construction-related activities, such as staging, batch plant, and borrow/gravel source activities, must receive prior review from an MDT biologist.

Several measures were considered that minimize or avoid impacts to nesting ospreys resulting from the proposed bridge replacement alternatives C, D, and E, including:

- seasonal and/or weather-related timing restrictions on construction activities for the northerly approach road; or
- relocating a platform and nest structure (at a time *other than* the nesting season) from its present site (on a power pole) to a suitable tree, snag, or pole in the vicinity; and
- "raptor-proof" the existing nest pole to prevent the birds from rebuilding on the same site prior to construction. Two power poles southerly of this nest pole also require "raptor-proofing" to prevent the birds from nesting near the proposed construction area.

Relocating the nest and/or causing the birds to nest further from this proposed project's area could reduce or eliminate disturbance-related impacts from construction activities. It will also likely benefit this and subsequent nesting pairs over the long term. A new or relocated nest would likely be located further from current and future human disturbances. The "*preferred*" Alternative **E** does not require the existing pole to be relocated. These measures are currently under evaluation by MDT and USF&WS biologists.

(a) Fisheries

The westslope cutthroat trout and bull trout (both are SSC, however, *neither* is currently listed as T/E) occur in this proposed project's vicinity, although no spawning activity has been documented in this area. A comment received following the Public Hearing on this proposed project and its (1st) REA questioned its compliance with the "Immediate Actions" of the governor's "Bull Trout Restoration Team". These "Actions" concern all bull trout fisheries statewide, and are not specific to this proposed project. This proposed project's Biological Resources Report and its Erosion Control plan's BMP's (part **IV**.C.2. on page 22) essentially comply with those "Immediate Actions". A member of that "Bull Trout Restoration Team" has been consulted on this proposed project. The result was that no substantial impacts on bull trout and/or its habitat will occur as this proposed project is not located in a defined "core area" for that species.

Other cool-water species found in this area include rainbow trout, mountain whitefish, brook trout and kokanee salmon. Local warm-water species include northern pike and largemouth bass. This reach of the river is primarily used for migration by these fish species. Also other fish including peamouth, northern squawfish, redside shiner, longnose sucker, large scale sucker, pygmy whitefish, slimy sculpin, and yellow perch range in local occurrence from "abundant" to "uncommon" according to the MDFW&P.

Impacts on fisheries from the "No-build" alternative were speculative over the long term. The existing bridge would continue to deteriorate and may (suddenly or eventually) collapse. A sudden, catastrophic collapse would likely result in substantial impacts on fisheries from debris and lead-based paint between this crossing and the Big Fork Dam. Evaluating the extent of such impacts is beyond the scope of this document.

Impacts unique to Alternative C concerned the placement of the 3,630 cubic yards of fill for the proposed embankment. Fish habitat near the bridge is suspected to be used for spawning, rearing, and maturing by northern pike, and for rearing and migration by trout and mountain whitefish. It was estimated that between 0.2 and 0.3 acres of habitat would be lost under this alternative's fill and abutments. Additional small amounts of habitat would be lost from the construction of the two piers.

Habitat similar to that lost under the proposed "build" alternatives is abundant in the immediate area. Consequently, it is inappropriate to consider the affected habitat as particularly unique, limiting, and/or critical to local fish populations. No significant hydrological impacts, and/or effects on fish movement will result from any of the "build" alternatives. In 1993, the MDFW&P suggested improving a recreational access area at Bear Creek as mitigation for the loss of fishery habitat. This site is near MT 83, and is approximately 4 miles upstream of this proposed project on the Swan River. Construction of the 163 ft. bridge (Alternative C) would not have significantly affected fish (including westslope cutthroat, and bull trout) habitat or activities in the vicinity.

The "*preferred*" Alternative **E** uses less fill than Alternative C; therefore, it imposes negligible impacts on fish habitat at this crossing. Best Management Practices for sediment and erosion control during construction will be used in compliance with applicable permits (see section **IV.C**.2. on page 22, preceding). Consequently, no significant long-term turbidity-related impacts will result from "*preferred*" Alternative **E**.

(b) Plants

Two plant SSC's that occur in this proposed project's vicinity are the water marigold and western witchgrass. Each of these are on the MONTANA NATURAL HERITAGE PROGRAM'S (MNHP's) "watch" list. This list includes species considered too common to be listed as "sensitive", but for which specific information is lacking.

Both of these species are assigned a state rank of S2, indicating they are considered imperiled in Montana due to the rarity of populations (*i.e.*: 6 to 20 statewide occurrences). Neither of these plant SSC's will be affected by this proposed action.

No significant impacts to wildlife, vegetation, or fisheries (including westslope cutthroat, and bull trout) will result from this proposed project.

5. Cultural, Archeological/Historical Resources

MDT performed a Cultural Resources Survey around the existing crossing in the Spring of 1988. This survey yielded only materials limited to recent activities, and no sites on or eligible for listing in the NRHP were identified (at that time). The SHPO concurred with these results in the letter of June 8, 1988 (copy in Appendix E).

The present "Kearney Rapids" bridge, as well as the bridge over the Swan River at Bigfork, were recorded as part of a historic bridge inventory for the Historic American Engineering Record (HAER) in 1979 and 1980. That inventory lists those bridges as classified Category III by the (former) MONTANA DEPARTMENT OF HIGHWAYS (MDOH, MDT since mid-1991) and the SHPO. This classification meant that the bridges were ineligible for listing on the NRHP.

A private consultant specializing in historic bridge rehabilitations gave a slide show and held a discussion about the present bridge during a public meeting in Bigfork (see item **VI.B.** on page 35, following). This consultant rendered his expert opinion on the condition of the existing bridge, describing his recommendations and comments. During this meeting there was also a general discussion about the history of the bridge and the flood of 1974. A copy of this consultant's report was included in Appendix E of the 1st REA. In late September, 1993, three local area residents petitioned the SHPO to determine if the "Kearney Rapids" bridge was eligible for the NRHP. On July 22, 1994, the "Kearney Rapids Bridge" (site № 24FH673) was listed, using NRHP criteria "A" and "C".

The MDT "rehab" option, Alternative B, would not have made the bridge ineligible. However, that alternative only accommodated single-lane traffic and had a 20-ton load limit. Although Alternative B-Muth would have been capable of carrying legal loads (also with only one lane for traffic), the bridge's historic integrity was compromised. Both SHPO and the Keeper of the NRHP concurred that the bridge would no longer be NRHP-eligible under this alternative (see item **III.B.**2.b. under the Alternative B-Muth Rehabilitation discussions on page 13, previous). Copies of these letters on the loss of NRHP eligibility under this alternative (from SHPO on November 28, 1995, and the NRHP Keeper's on January 26, 1996) are attached in Appendix E.

In early May, 1989, the (former) MDOH released a Programmatic Agreement (P.A.) between that agency, the FHWA, SHPO, and the Advisory Council for Historic Preservation (ACHP). This document was for proposed transportation improvement projects affecting historic roads and bridges. In part, this P.A. established a ". . . program to . . . promote management and public understanding of . . . these cultural resources . . . in lieu of . . . *Section 106* procedures . . ." under the *National Historic Preservation Act* (*NHPA*), as amended (**16 U.S.C. 470f**). This P.A. applied to historic road and bridges, only (as stated on its first page), and it was approved initially in mid-1989. Approvals for the amendments to this P.A. were completed by March 16, 1992. The present "Kearney Rapids Bridge" was regarded as being covered by this amended P.A. for this proposed project's (1st) REA, and a copy (with its amendments) was in Appendix H to that document. A **Determination of Adverse Effect (D.o.A.E.)** by this proposed project's *preferred* Alternative **E** on the existing "Kearney Rapids" bridge was made in July of 1996. A Memorandum of Agreement (M.o.A.) for this **D.o.A.E.** has been signed by MDT, the FHWA, SHPO, and the ACHP.

Copies of the **D.o.A.E.**'s transmittal with SHPO's stamp-of-concurrence, and the signed M.o.A. are also in Appendix E. Therefore, this proposed project's *preferred* Alternative **E** is in compliance with the *NHPA*'s *Section 106* provisions.

The (former Federal-Aid) Highways Bridge Replacement and Rehabilitation Program for Historic Bridge Preservation requires states proposing the demolition of a historic bridge as part of a replacement project (under **23 U.S.C. 144(o)(4)**, as amended) ". . . shall first make the" (historic) "bridge available for donation to a" (state or local agency) "or responsible private entity if" (same agency or entity)" enters into an agreement to":

(A) maintain the bridge and features that preserves its historic significance; and

(B) assume all future legal and financial responsibility for the bridge, including an agreement to hold the state's transportation agency harmless in any liability action.

The costs incurred by the agency or entity to preserve the historic bridge were eligible for reimbursement up to but not in excess of the demolition estimate for that bridge. MDT and the Flathead County Commission issued a **NOTICE** for preservation of the "Kearney Rapids Bridge" in compliance with this Historic Bridge Preservation Program. A copy of this **NOTICE** was on page iii of the 1st REA. The present bridge was advertised a second time following the **D.o.A.E.** by this proposed project's "*preferred*" Alternative **E**. This attempt was made in early August of 1996, and no agency and/or responsible private entity expressed an interest in preserving the "Kearney Rapids" bridge under that Preservation Program.

During and following the Public Hearing held on this proposed project it was claimed that "the National Historic Site" (*sic*) "of the Kearney Rapids Bridge included two cribs constructed of logs filled with rocks." The current bridge is not listed as a "National Historic Site", and its NRHP eligibility determination included these features as part of the setting. Therefore, they were considered as part of the current bridge's NRHP eligibility. However, this proposed project's "*preferred*" Alternative **E** will have "NO EFFECT" on these "cribs" NRHP eligibility. The DNR&C, which has jurisdiction on these features, found this proposed project's *preferred* Alternative **E** has no impact on them. Therefore, both MDT and the DNR&C have complied with the provisions for consultation of the *Montana Antiquities Act* (**22-3-424 M.C.A.**). Copies of the DNR&C's findings and determination of compliance are also in Appendix E (see also item **IV.C.**10. on page 30, following). The SHPO concurred with this "NO EFFECT" on November 19, 1996, and a copy of this determination is in Appendix E as well.

Federally-funded actions affecting historic bridges that are on, or considered as eligible for the NRHP also must comply with *Section 4(f)* of the *U.S. DEPARTMENT OF TRANSPORTATION Act* of 1966, as amended (**49 U.S.C. 303**). This compliance is discussed further under item **IV.C.**10. on page 30, following.

6. Noise

Due to the unexpected results from the Spring, 1994 traffic count (see item **II.D.** on pages 6 & 7, preceding), a Noise Analysis was performed and its results are tabulated below. Traffic noise levels were calculated using existing and projected volumes. The numbers represent preliminary estimates derived from actual counts and adjusted by MDT planners. The equivalent hourly noise levels [L_{eq}(h)] in decibel range "A" (dBA) for the projected "Design Year" (2013) are calculated at varying distances with traffic traveling at 20 MPH. These estimates are listed under **Table II** as shown on the following page.

(IV.C.6. Noise - conclusion:)

Table II
Noise Levels

Distance from Proposed Centerline	Present Year Noise Level	Design Year (2013) Noise Level
98 ft.	49 dBA	56 dBA*
164 ft.	45 dBA	53 dBA
230 ft.	43 dBA	51 dBA

* This traffic moving at 55 MPH shows an increase of 1 dBA.

These figures are based on the following traffic information:

1994 Average Daily Traffic (ADT) = 710
2013 ADT = 1980 (design year)
Design Hourly Volume (DHV) = 250
Directionality (D) = 55% - 45%
Trucks (T) = 8.6%

The preceding L_{eq}(h) calculations indicate that Design Year noise levels will not increase substantially (more than 10 dBA) over existing levels; nor will Design Year noise levels exceed the Noise Abatement Criteria of 67 dBA for potentially sensitive receivers under 23 CFR 772 Activity Category B (schools, residences, churches, public meeting facilities). Overall, traffic noise level increases will be insignificant with the construction of any of this proposed project's "build" alternatives. No existing sensitive receivers have been identified in the vicinity of the proposed bridge improvement. This proposed project also complies with the provisions of MDT's Noise Policy, as amended.

7. Visual

A formal Visual Assessment was prepared to evaluate the visual impacts on the existing aesthetic values in and around the present Swan River crossing. Alternative C was used for determining these impacts as it is regarded as having more than the other "build" alternatives. A copy of the Visual Assessment Report was in the 1st REA's Appendix F. In summary, that assessment concluded that the proposed bridge improvement would cause minor detriments to the aesthetic value and overall visual quality in the area. The data demonstrated that the farther away from this proposed action — the less impacts it has on the visual qualities innate to the area.

The *majority* of those seeing this bridge at more of a "macro" level are traveling east or west on S-209. This means that the existing bridge is either in the distant middle-ground, or part of the background, and the exposure viewing time to this group is short in duration. The people *most frequently* seeing the bridge site are local residents and recreationists crossing (or in) the Swan River at this location. Their viewing time is moderate (*i.e.*: 30 seconds to a half day). At this "micro" level the bridge is more a part of the middle- and foregrounds, and changes in the aesthetics of the area would be more noticeable due to proximity. However, the changes outlined in the Visual Assessment are shown to be minor (*i.e.*: only a one point difference on a seven-point scale in the overall Visual Quality).

The Visual Assessment's data found no significant loss of the visual quality to the area from the proposed "build" alternatives.

However, those *most frequently* viewing this crossing will perceive a noticeable change. Most noticeable will be the absence of the steel truss that has been there since 1911. The truss has become a reference for westbound motorists on S-209 indicating that Bigfork is (roughly) two miles away. For river recreationists, the bridge represents the nearest easy-access to the Swan River above Big Fork Dam. The proposed "*preferred*" replacement Alternative **E** will change the view from a narrow 86-year old steel truss with a wooden deck and approaches to a new, wider concrete deck and girder bridge.

The controversy between the aesthetics of the existing bridge and the proposed replacement alternatives is cognitive in nature (*i.e.*: what is perceived by different viewers). Arguably, the possibility of change is more the source of a perceived visual obtrusiveness rather than its nature or the change itself. The perceived visual effects consist of the visual resource change combined with the viewer response. The visual impact is composed of the viewer's response to the visual resource change. This proposed project's Visual Assessment Report demonstrated that the visual resource change is minor while the viewer response varies with the individual.

This proposed project's Visual Impacts Assessment follows the recommended method of measuring visual characteristics that are difficult to quantify. This process is set forth in the *Visual Impacts Assessment for Highway Projects* manual provided by the FHWA's (former) Office of Environmental Policy. The goals of this manual are to provide a uniform means of objectively quantifying what is subjectively perceived through a qualitative analysis. This uses the concepts of art and architecture involving vividness, intactness, unity, forms, lines, colors, and textures and related techniques. The purpose of this manual is to provide a background of information in order to perform a step-by-step outline for a Visual Impact Assessment. For more information on how this assessment was prepared, consult the manual (publication N° FHWA-HI-88-054).

8. Air Quality

This proposed project is in an unclassifiable/attainment area of Montana for air quality under 40 CFR 81.327, as amended. As such, it is not covered under the EPA's **Final Rule** of November 24, 1993, on Air Quality conformity. Therefore, this proposed project complies with *Section 176(c)* of the *Clean Air Act* (**42 U.S.C. 7521(a)**), as amended.

9. Hazardous Substances

As was referenced previously under item **III.B**.2.a. (pages 12 - 13, inclusive), the existing bridge's steel members are coated with a lead-based paint. Impacts from this hazardous substance may result from a sudden, catastrophic collapse as referenced under Alternative A. Impacts from removing lead paint occurred under both rehabilitation alternatives and "*preferred*" Alternative **E** (if an owner preserved the existing bridge) before the steel is repainted. Also, the owner(s) of the existing "Kearney Rapids" bridge would have been responsible for the proper handling and disposal of the lead paint with the "*preferred*" Alternative **E**. This occurred *regardless* if the existing bridge remained in-place, or was moved. The other replacement alternatives (C and D) had no substantial impacts from the lead paint as the structure will be demolished and removed. A bridge demolition plan with specific controls for the lead paint will be required for the "*preferred*" Alternative **E**.

There are no other known hazardous substances or sources of hazardous wastes in this proposed project's area. The contractor will be required to take precautions to minimize the effects of construction operations, and to prevent leakage or spilling of fluids from the equipment (for the "*preferred*" Alternative **E**).

10. *Section 4(f)* of the *U.S. DEPARTMENT OF TRANSPORTATION Act*

As referenced under item **IV.C.5.** (on page 27, preceding), this proposed action is also under the provisions of *Section 4(f)* of the *U.S. DEPARTMENT OF TRANSPORTATION Act* (**49 U.S.C. 303**), as amended. These provisions apply to Federally-funded transportation actions that affect sites on or eligible for the NRHP, a publicly-owned park, recreation area, and/or a wildlife/ waterfowl management area. This proposed project's "*preferred*" Alternative **E** will affect the NRHP eligibility of the present "Kearney Rapids" bridge. Alternative B-Muth also had the same (adverse) effect as its proposed rehabilitation resulted in the existing bridge no longer being on (or eligible for) the NRHP.

In mid-1983, the FHWA developed a "Nationwide" Programmatic *Section 4(f)* Evaluation for proposed projects affecting historic bridges that are on, or eligible for the NRHP. A copy of this proposed project's completed "Nationwide" Programmatic *Section 4(f)* Evaluation form for Historic Bridges is included in Appendix D. (This form was completed based on the existing bridge no longer being on or eligible for the NRHP due to the proposed "build" alternatives.) This form is a *separate* document from the REA, and is only intended to programmatically demonstrate compliance with the provisions of *Section 4(f)*. This proposed project will not impact any other *Section 4(f)* sites such as publicly-owned parks, recreation areas, or wildlife/ waterfowl management areas.

It was claimed both at, and in a comment received after the Public Hearing that the DNR&C's response to the Cooperating Agency request on this proposed project was "incorrect" regarding *Section 4(f)*. The Cooperating Agency request sent to the DNR&C did in fact mention that "the existing" "Kearney Rapids" "bridge had been listed on the NRHP since" July of 1994 in specific reference to *Section 4(f)*. The DNR&C's response concerned "any present or planned usage covered under *Section 4(f)*" which was deduced to include the NRHP-eligible site with the "two cribs constructed of logs filled with rocks" (see discussion on these under part **IV.C.5.** on page 27, previous). The DNR&C has no "*4(f)* responsibilities" to this site as *Section 4(f)* applies to projects proposed by the FHWA, and the impacts to this site are covered by the "Nationwide" Programmatic *4(f)* Evaluation form (in Appendix D). The DNR&C had no other comments on either that (1st) REA or the "Nationwide" Programmatic *4(f)* Evaluation form on this proposed project. Copies of both the letter requesting, and the DNR&C's response to be a Cooperating Agency on this proposed project were and are in Appendix B. As stated previously on page 27 under part **IV.C.5.**, the DNR&C found that this proposed project's *preferred* Alternative **E** will not affect the "cribs" associated with the existing "Kearney Rapids" bridge's NRHP eligibility.

The U.S. DEPARTMENT OF THE INTERIOR concurred that there was "no feasible and prudent alternative" to this proposed project's *preferred* Alternative **E**. A copy of their mid-October, 1995 letter is also in Appendix D.

D. Construction Impacts

Bridge construction activities from this proposed project's "*preferred*" Alternative **E** will cause temporary inconveniences to the traveling public and recreationists. These disturbances include longer travel times, detours, complete closure, and additional noise and dust due to the heavy machinery. These will occur for one or two years (or would have been about six to eight months less under the "rehab" alternatives) after the proposed construction begins. There will be less temporary disruptions associated with "*preferred*" Alternative **E** as the existing "Kearney Rapids" bridge will be available as a detour route (again, providing there are no additional impacts on it from loads in excess of its current 3-ton limit).

The contractor will be subject to all state and local laws to minimize construction noise by having mufflers on all equipment. Dust control will also be required by using either water, or another approved dust-suppressant. All work under this proposed project's "build" alternatives will be subject to Article 107.11 ENVIRONMENTAL PROTECTION under the Montana Supplemental Specifications to the 1995 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION as adopted by the MDT and the MTC.

Traffic control plans will be prepared by MDT and included in the "*preferred*" Alternative **E**'s contract design specifications. These plans will include, but are not limited to the following items:

- signing;
- weekend and holiday work-window restrictions;
- timing of closures;
- limitations of work during winter; and
- advertising advance notice of extended closures.

Construction of this proposed project will create both jobs, and the need for local services and supplies. It will provide a short-term economic benefit to the local area and Bigfork. Completion of this proposed project will not cause any long-term changes in the area's economy.

E. Cumulative Impacts

MDT has several projects proposed or under-construction in southerly Flathead County (none at present are in northeasterly Lake County). These range from pavement markings ("paint striping") and wetland mitigation (as mentioned under part **IV.C.**3. on page 23, previous) to full reconstruction types. However, these are all more than 13± km's (8± miles) from this proposed project. Therefore, none of these current or proposed will have any significant cumulative impacts on this proposed project (due largely to their distance from it). Also, this proposed bridge replacement project will have no significant cumulative impacts on those other MDT projects.

FLATHEAD COUNTY is working with MDT on several proposed projects funded under the Community Transportation Enhancement Program (CTEP). One of those proposed CTEP projects is a bike path running southerly along the Swan River R$^{d.}$ from its intersection with MT 83 to the vicinity of Williams Lane. The latter route is within 0.7± miles north-northeasterly of this proposed project's *preferred* Alternative **E** northerly approach's end . The County considered including the present "Kearney Rapids" bridge as part of a future extension of the proposed CTEP bike path project. However, that suggestion was dropped due to both liability issues regarding the present structure's future use, and funding limitations for the other proposed CTEP projects within the county. This proposed project's *preferred* Alternative **E** includes provisions for pedestrian access, and will have no major effects on or from the current and/or future proposed CTEP projects.

None of the other Cooperating Agencies (listed under part **VI.A.** on page 34, following) identified any proposed or active projects in the vicinity of this proposed MDT project. A party listed under part **VI.A.** commented on this proposed project's (1st) REA's lack of discussing **Cumulative Impacts**. That comment stated (in part) that cumulative impacts are "associated with" (this proposed project's) "alternatives along with past and present actions which have occurred along this segment" (*sic*) "of the Swan River, including but not limited to residential development, introduction of pesticides or herbicides, removal of trees, etc."

A series of statements followed about a Federal court case, and the Council on Environmental Quality's definition of cumulative impacts under 40 CFR 1508.7 (a copy of this letter follows in Appendix B).

This proposed project will have no significant cumulative impacts on this reach of the Swan River in terms of biological (*i.e.*: fish, wildlife, and/or plant species), social (including but not limited to this area's economy), and/or cultural resources. Impacts both on and from (present or proposed) actions beyond the vicinity of this proposed project (such as from agricultural or residential/commercial developments) are not regarded as being individually or cumulatively significant. This is due (in part) to the fact that such activities occur *regardless* if this proposed project is constructed or not, and their impacts will be reduced by time, distance, and/or scope.

As stated under part **II.A.** on page 4, preceding, this proposed project is two miles easterly of Bigfork, which is an unincorporated community. This proposed project's "*preferred*" Alternative **E** lies within FLATHEAD COUNTY's designated "**BIGFORK AREA** LAND USE PLAN" (see also part **IV.B.**2. on page 19, previous) which *may* be regarded as encompassing that community's effective limits. However, what cumulative impacts this proposed project has on that unincorporated community are generally related to aesthetics — based on the public comments received (see part **VI.B.** on pages 35 - 36, and Appendices B & C, following). These are regarded as relating to both the historic and visual aspects of the existing "Kearney Rapids" bridge (see parts **IV.C.**5. on pages 26 - 27, and **IV.C.**7. on pages 28 - 29, previous). Although there has been public discussion associated with these historical and aesthetical matters, their cumulative impacts are not considered significant. This is due in part to the fact that the existing structure has been made available to any interested and responsible party/ies for preservation-in-place (see "**DISPOSITION OF EXISTING STRUCTURE**" on page ii, preceding). It is also due in part to the findings contained within this document, as referenced previously.

V. PERMITS REQUIRED

This proposed project's "*preferred*" Alternative **E** will require the following permits to be obtained prior to any relevant disturbances:

> This proposed project will be in compliance with both the Water Quality provisions of **75-5-308 M.C.A.** for *Section 3(a)* authorizations, and Stream Protection under **87-5-501** through **509 M.C.A.**, inclusive:
>
> > A ***124SPA*** Stream Protection Permit (№ MDT-94-96) has been issued by the MDFW&P.
>
> All work will also be in accordance with *Section 319* of the *Water Quality Act* of 1987 (**P.L. 100-4**).
>
> A *Clean Water Act* (**33 U.S.C. 1251 - 1376**) - *Section 402*/Montana Pollutant Discharge Elimination System permit from the MDEQ's Permitting & Compliance Division.
>
> A *Clean Water Act* (**33 U.S.C. 1251 - 1376**) - *Section 404* permit from the U.S. ARMY - Corps of Engineers (CoE). The CoE will determine if this proposed project qualifies for a "Nationwide" permit under the provisions of 33 CFR 330.
>
> A FEMA floodplain development permit from Flathead County.
>
> A "Special Purpose" permit (ref.: 50 CFR 21.27) from the USF&WS to relocate the osprey nest from the power pole (if necessary, see item **IV.C.4**. on page 24).

VI. COORDINATION WITH OTHERS

A. Agency Coordination

MDT contacted the following agencies and parties in preparing the original, and both Revised versions of this Environmental Assessment:

- FERC (branch and national offices);
- FLATHEAD COUNTY (Commissioners and Road Department);
- DNR&C (formerly the DSL, Environmental Coordinator and NorthWestern Land offices);
- MDEQ (formerly the MDH&ES, Water Quality Division);
- MDFW&P (Fisheries, and Parks Divisions, and Kalispell Region N° 1 offices);
- MNHP (STATE LIBRARY);
- SHPO (Historical Society);
- CoE (Regulatory office);
- U.S. DEPARTMENT OF THE INTERIOR (Regional Environmental Affairs and NPS/NRHP offices);
- USF&WS (MT, and Creston field offices);
- FHWA (MT Division office); and
- Friends of Wild Swan.

Legal correspondence includes the following:

- James H. Goetz, Atty. to MDT (August 31st and September 22, 1994); and
- MDT reply to James H. Goetz (September 20, 1994).

Correspondence with concerned individuals includes the following:

- MDT letter to Kathy Nelson (P.O. Box address in Bigfork, February 16, 1993);
- letter from Aba Lichtenstein (address in Tenafly, NJ, December 29, 1993);
- written comments from Maggie Bagon (Bigfork address, received February 16, 1994);
- letter from Barbara Bennetts (P.O. Box address in Bigfork, April 11, 1994); and
- letter from Neal A. Brown (Bigfork address, September 29, 1995) commenting on the (1st) REA.

B. Public Involvement

A Letter of Intent (L.o.I.) announcing this proposed project was sent to both the *Daily Interlake* of Kalispell, and the *Bigfork Eagle* on October 15, 1987. This L.o.I. also solicited comments on the proposed project. A News Release appeared in the same newspapers on December 23, 1992, and January 6, 1993. This announced a public Informational Meeting to be held in the Bigfork High School's Music Room on January 11, 1993. This event presented the proposed project to the public, and also solicited comments on the proposed action. About thirty-five (35±) attended this Meeting.

There was some opposition expressed by individuals who either viewed this proposed project as unnecessary, or that its environmental impacts may be too severe.

On February 20, 1993, (Saturday) beginning at 7:30PM-MST, a meeting was held in Bigfork at the Methodist Church. This event was organized by private citizens who had a consultant perform an independent study of the existing "Kearney Rapids" bridge. Notes from that meeting were included in Appendix C, and the consultant's report followed in Appendix E of the 1st REA.

A public meeting was held in Bigfork on February 2, 1994, and approximately forty-five (45) attended. MDT presented this proposed project's alternatives under consideration at that time, and the FLATHEAD COUNTY Fire Marshall spoke in favor of a new bridge. In general, the public was divided over building a new bridge. Some wanted a new structure that would provide better access for fire protection and ambulance service. Others preferred the "no build" alternative in order to preserve the existing (perceived) setting in terms of aesthetics. It was clear that very few people were in favor of Alternative C if a new bridge was to be built. As a result, it is no longer being considered by Flathead County and MDT as an acceptable alternative. Although split on other issues, there was a general consensus that the river access should be perpetuated.

A formal Public Hearing was held at the Bigfork high school in late August, 1995 about the (1st) REA, which had been made available to the public. Additional public comment was received at that time, and for at least forty-five (45) calendar days after distribution of the (1st) REA in accordance with the September 20, 1994 letter from MDT's Director (a copy was in Appendix B to that 1st REA). Public comments have been evaluated to determine the following:

- whether significant impacts occurred from any of this proposed project's alternatives (none were identified);
- if further consideration of the impacts discussed herein was necessary (part **IV.E. Cumulative Impacts** on page 31 - 32, preceding was added as a result); and/or
- if new issues needed to be included in this (2nd) REA (as is the case with the selection of the "*preferred*" Alternate **E** with a 5 ft. sidewalk as described under part **III.B.**5. on page 16, preceding; the addition of statements of compliance with both the **BIGFORK AREA** LAND USE PLAN, and E.O. № 12898 under parts **IV.B.**2.& 3. on page 19, respectively; the added statements concerning bull trout under part **IV.C.**4 on pages 25 - 26, preceding; and the addition of the FERC as a Cooperating Agency under parts **IV.B.**2. on page 19, previous, & **VI.A.** on the previous page).

The formal Public Hearing held on August 30, 1995 had approximately thirty (30±) attendees. The majority of these were from the Bigfork area, but very few resided near the roads leading directly to this proposed project ("Swan River Road" or S-209). Most of those in attendance favored alternate B-Muth, with only a few voicing support for either alternate A ("no-build") or what is now the "*preferred*" Alternate **E**. Some questions were raised regarding the distribution of a preliminary version of the (1st) REA in March of 1995. There were also some objections to specific parts of the (1st) REA and the "Nationwide" Programmatic *4(f)* form. These comments were noted, and a transcript of this Public Hearing is included in Appendix C.

A tabulation of the responses received through the September 22, 1995 comment period (and for two months following) concerning the formal Public Hearing and (1st) REA with the "Nationwide" Programmatic *4(f)* form for this proposed project is on the following page.

(**VI.B. Public Involvement** - conclusion:)

The letters from the Bigfork Development Cº. (BDC), Friends of the Wild Swan, the CoE, and a Mʳ. Neal A. Brown specifically referenced the (1st) REA [and the latter also commented on the "Nationwide" Programmatic *4(f)* form]. These issues have been noted under their respective parts in this document, and a reference for each is included with a response to these in Appendix B, following.

The remainder of the responses received both during and after the comment period on this (1st) REA were essentially statements of support for an alternate. These often were accompanied by expressions relating to the aesthetics of the alternative being supported (which are related to the discussion of this matter under part **IV.A.** on page 17, preceding).

Total responses received (through 22-Sep-95, not including Cooperating Agencies) = 101 (90 postcards + 9 letters + 2 forms; an additional 13 responses arrived through 28-Nov-95);

Date received and supported alternate of responses:

Date Received (Sept., 1995)	alternate supported "No-Build" A	Rehabilitation B-Muth	B-MDT	Replacement D or E
01			1	
14	6	45	2	
15		7	1	1
18	2	3		
19		8	1	1
20	1	19		
22	—	3	—	—
Totals:	9	85	5	2

(additional responses received between Sept. 23 & Nov. 28, 1995:

	1	11	1)	

The ten comments supporting the "No-Build" alternate did not specifically favor rehabilitation, but only wanted the existing bridge left as-is with repairs or maintenance as required. The six responses supporting Alternate B-MDT *could* also be included under the B-Muth alternative as these did not specify either type of rehabilitation. Copies of these comments are included under Appendix B.

Comments from the Cooperating Agencies on this proposed project's (1st) REA and "Nationwide" Programmatic *4(f)* form have also been noted under their respective parts in this document. Responses with references to those Agencies that commented on the (1st) REA and/or "Nationwide" Programmatic *Section 4(f)* form are in Appendices B, D, and E, following.

The FLATHEAD COUNTY BOARD OF COMMISSIONERS recommended Alternate **E** on November 2, 1995, and reaffirmed their action in this regard on December 11, 1995 (copies of their letters are included in Appendix B). The MTC approved Alternate **E** for this proposed project's "*preferred*" alternative (see part **III.B.**5. on page 16, preceding) at their November 30, 1995 meeting. This latter event was attended by a delegation of Bigfork area residents supporting Alternate B-Muth.

C. Distribution List of Document

The following agencies, groups, and individuals were sent a copy of the (1st) REA:

FEDERAL ENERGY REGULATORY COMMISSION
101 SouthWest Main, Suite 905
Portland, OR 97204

Attention: Harry Hall,
Branch Chief

U.S. ARMY - Corps of Engineers
Regulatory Office, (formerly % DNR&C
1520 East 6th Avenue
Helena, MT 59620; now:)
Federal Building, 301 South Park
Room 246, Drawer #10014
Helena, MT 59626

Attention: Douglas D. McDonald,
Project Manager

U.S. DEPARTMENT OF THE INTERIOR
Main Interior Building, MS 2340
1849 C Street Northwest
Washington, DC 20240

Attention: Director, Office of Environmental
Policy & Compliance

U.S. DEPARTMENT OF THE INTERIOR
Geological Survey, MS 760
432 National Center
Reston, VA 22092

Attention: Chief, Environmental Impact
Assessment Program

U.S. DEPARTMENT OF THE INTERIOR
Fish & Wildlife Service
P.O. Box 10023
Helena, MT 59626

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
301 South Park, Drawer #10056
Helena, MT 59626

MONTANA DEPARTMENT OF ENVIRONMENTAL
QUALITY
Cogswell Building, Room A206
P.O. Box 20001
Helena, MT 59620-0901

Attention: Jack G. Thomas, Administrator
Water Quality Division

MONTANA DEPARTMENT OF NATURAL
RESOURCES & CONSERVATION
P.O. Box 202301
1520 East 6th Avenue
Helena, MT 59620-2301

MONTANA DEPARTMENT OF NATURAL
RESOURCES & CONSERVATION
NorthWestern Land Office
P.O. Box 7098
Kalispell, MT 59904-0098

State Clearinghouse
% OFFICE OF BUDGET & PROGRAM
PLANNING
Capitol Building, Room #221
Helena, MT 59620

STATE LIBRARY
Collections Management Librarian
1515 East 6th Avenue
Helena, MT 59620-1800

ENVIRONMENTAL QUALITY COUNCIL
Office of the Director
Capitol Post Office Box 215
Helena, MT 59620

FLATHEAD COUNTY COMMISSIONERS
800 South Main
Kalispell, MT 59901

Bigfork Development C°
P.O. Box 486
Bigfork, MT 59911

Attention: Walter Kuhn,
President

Steve Kelly
% Friends of the Wild Swan
P.O. Box 103
Swan Lake, MT 59911

Save the Swan River Committee
% Tammy & Gary Riecke
P.O. Box 363
Bigfork, MT 59911

(**VI.C. Distribution List** - conclusion:)

The Bigfork "Eagle"
Box 406
Bigfork, MT 59911

Attention: Marc Wilson,
Editor/Publisher

"The *Daily Interlake*"
Box 7610
Kalispell, MT 59904

Attention: Rick Hull

Pacific Power & Light C$^{o.}$
2484 Washington B$^{lvd.}$, Suite 400
Ogden, UT 84401

Attention: Lee Carothers,
General Business Manager

Maggie Bagon
27530 East Shore R$^{te.}$
Bigfork, MT 59911

Barbara Bennetts
3801 Connecticut A$^{ve.}$ N.W., A$^{pt.}$ 725
Washington, DC 20008

Neal A. Brown
560 Wolf Creek Drive
Bigfork, MT 59911

Goetz, Madden & Dunn, P.C.
35 North Grand
Bozeman, MT 59715

Attention: James H. Goetz, Attorney

Aba Liechtenstein
26 Trafalgar Road
Tenafly, NJ 07670

Kathy Nelson
P.O. Box 301
Bigfork, MT 59911

Ken Reik
1139 West Mercury
Butte, MT 59701

Don Ryan
% Rickie Gallery
452 Electric Avenue
Bigfork, MT 59911

Don Schwennesen
P.O. Box 24
Kalispell, MT 59903

Art Whitely
P.O. Box 17
Bigfork, MT 59911

Don Williams
1235 Swan River R$^{d.}$
Bigfork, MT 59911

Sharlon L. Willows
P.O. Box 422
Hungry Horse, MT 59919

VII. EXHIBITS

The following **Figures** are exhibits of the existing "Kearney Rapids Bridge" and the proposed "build" Alternatives "Modified" D and "*preferred*" E:

Figure 4 - Existing Layout of Swan River Bridge, one mile west-northwesterly of Ferndale.

Figure 5 - "Modified" Alternative D; on a 15° curve over existing alignment.

Figure 6 - "*preferred*" Alternative E; new alignment 30 ft. upstream (easterly) of existing alignment.

Figure 4 - Existing Layout of Swan River Bridge

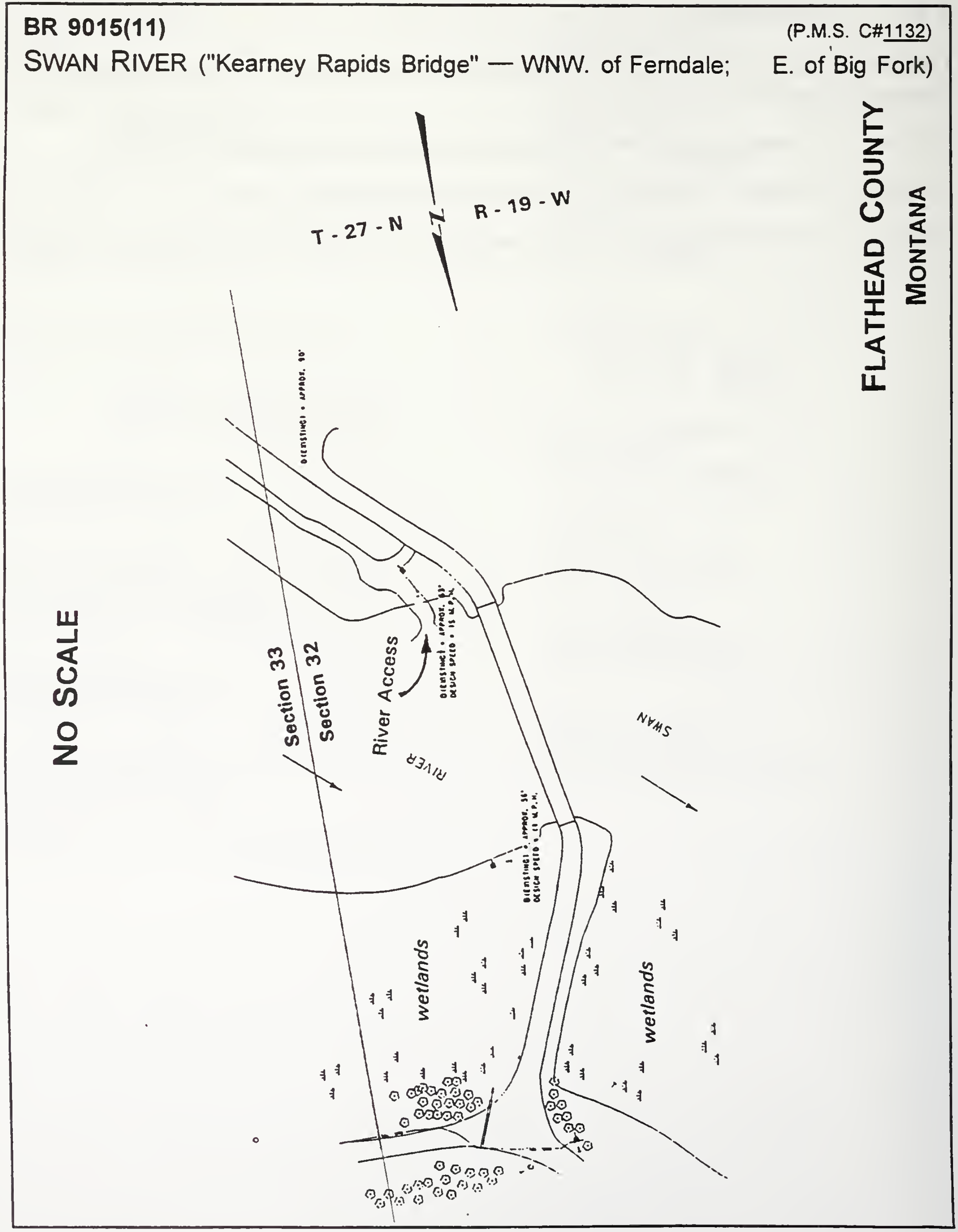


Figure 5 - "Modified" Alternative D for Swan River Bridge

BR 9015(11) (P.M.S. C#1132)

SWAN RIVER ("Kearney Rapids Bridge" — WNW. of Ferndale; E. of Big Fork)

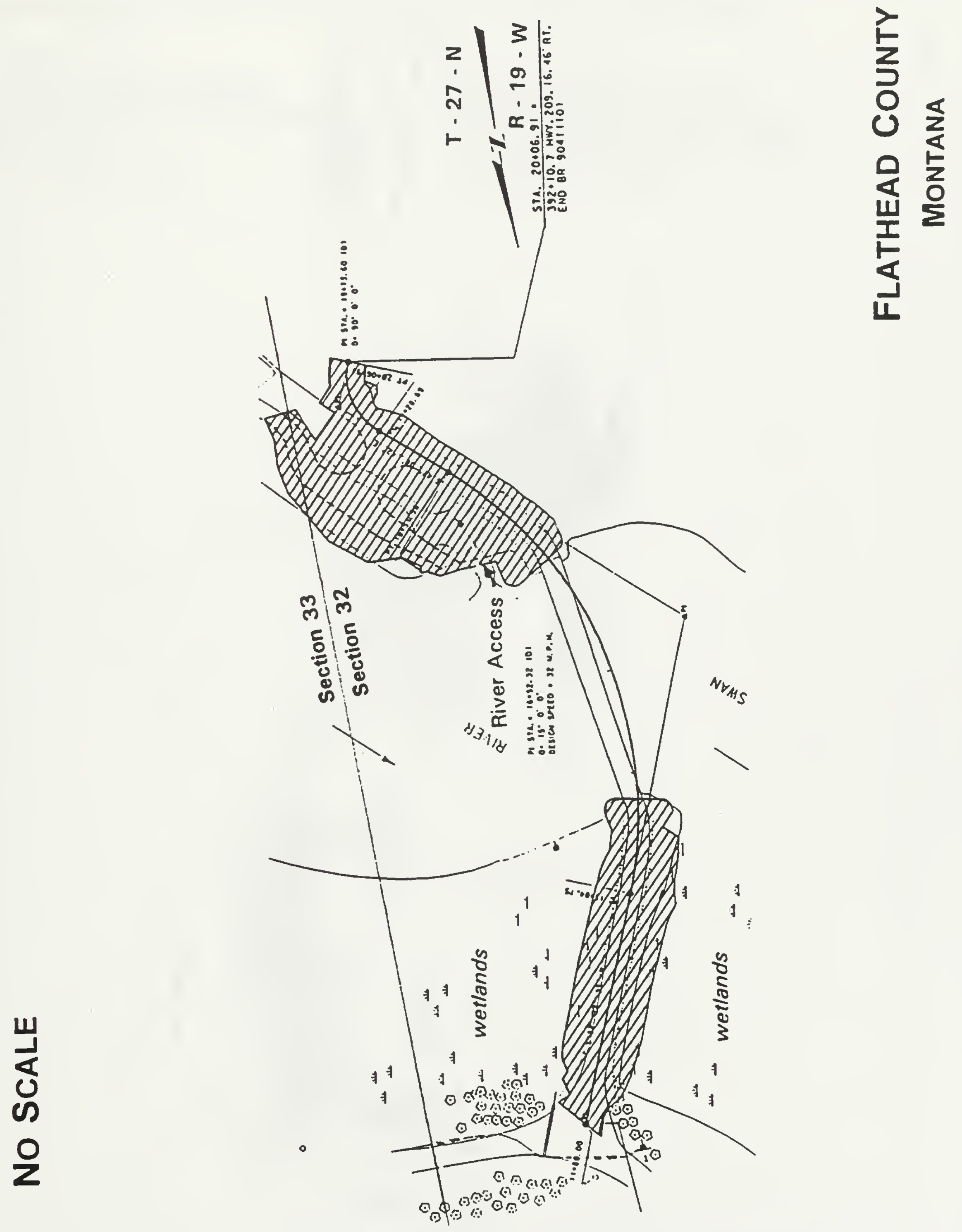
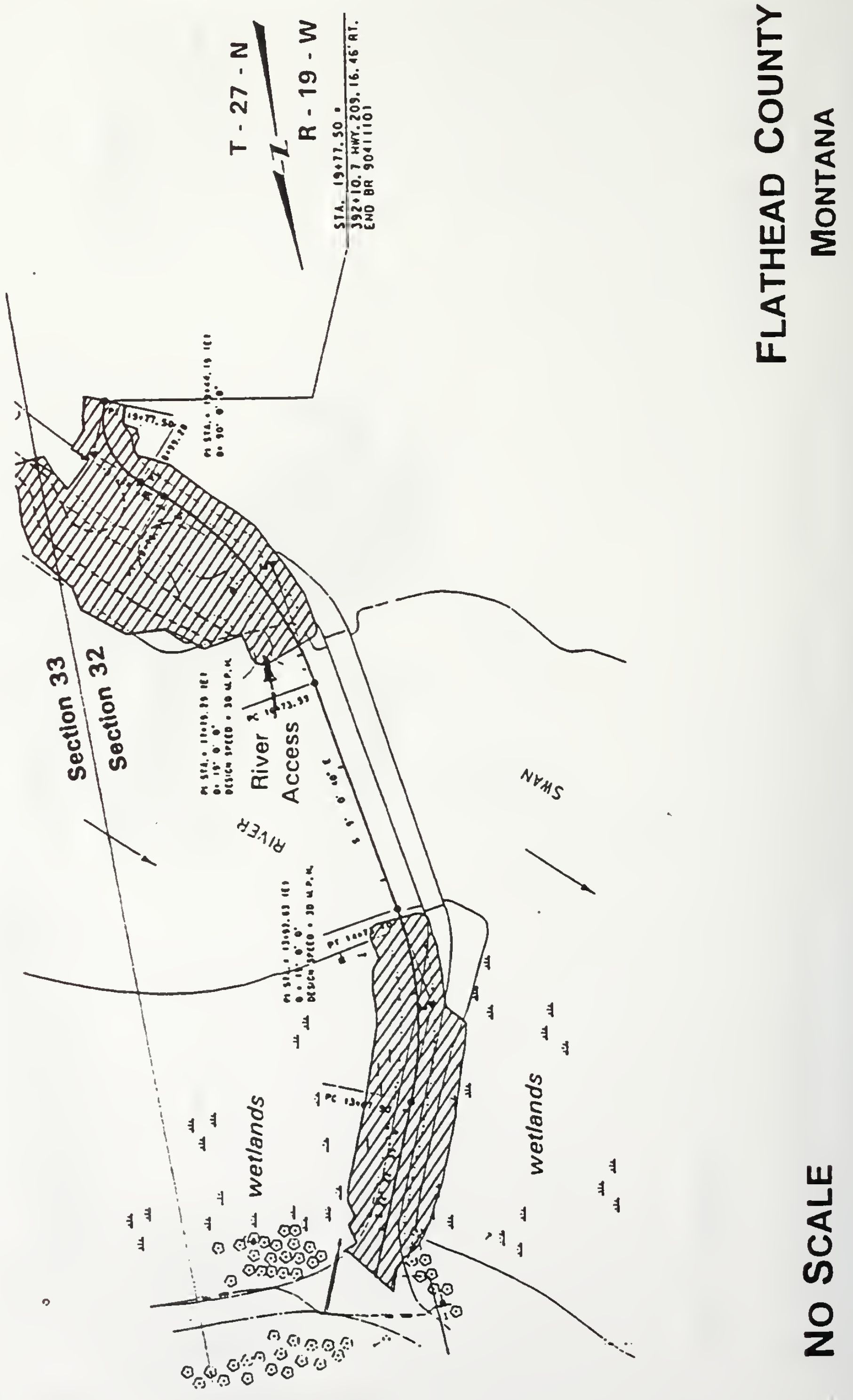


Figure 6 - "*preferred*" Alternative E for Swan River Bridge

BR 9015(11) (P.M.S. C#1132)

SWAN RIVER ("Kearney Rapids Bridge" — WNW. of Ferndale: E. of Big Fork)



VIII. APPENDICES

Appendix A: List of Preparers

The following parties are responsible for the preparation and content of this document:

Joel M. Marshik, P.E.
Environmental Services Manager
MONTANA DEPARTMENT OF TRANSPORTATION
P.O. Box 201001
Helena, MT 59620-1001

Dale W. Paulson
Environmental Coordinator
Federal Highway Administration
301 South Park, Drawer 10056
Helena, MT 59626

Appendix B: Correspondence

Response to "FRIENDS OF THE WILD SWAN"

letter received: 01-Sep-1995

page	paragraph	response
1st	2ND	The claimed "warranted but precluded finding" for bull trout was not included in the (1st) REA's part **IV.C.**4.(a) as in fact no Federal listing as a T/E species had or has occurred. The requirements of the of the *Endangered Species Act* (**16 U.S.C. 1531 - 1543**) had in fact been met in the (1st) REA as they apply only to Federally-listed species. A parenthetical statement regarding the bull trout's not currently being a Federally-listed T/E Species has been added to the paragraph under the (2nd) REA's part **IV.C.**4.(a) on page 25. This proposed project's Biological Resources Report (in in the 1st REA's Appendix D) had been reviewed by MDT's Biological Resources staff prior to the (1st) REA's approval for distribution by the FHWA. A further review has been conducted, and reference made to that effect under part **IV.C.**4. on page 24 of the (2nd) REA.
"	3RD	The allegation that the "EA does not analyze the impacts of Alternative C's placement of 3,630 cubic yards of fill, or Alternatives D" *(sic)* "and E's building of pilings for a new bridge on bull trout or water quality." is unfounded. Specific discussions and references were made under part **IV.C.**4.(a) on pages 22 & 23 of the (1st) REA regarding these matters (both for Alternative C, which had been identified as dropped from further consideration under part **III.B.**3. on page 12 of that 1st REA, and the other "build" alternatives).
" 2nd	3RD & 4TH 1ST	A Cumulative Impacts discussion has been added under part **IV.E.** beginning on page 31 of the (2nd) REA.
2nd	2ND	The "Immediate Actions set" by the governor's "Bull Trout Restoration Team" apply to the maintenance/improvement of existing bull trout populations in the state. These are neither specific to any proposed MDT projects, nor has any measurable impact on bull trout been identified on this proposed project. A member of this "Team" was in fact consulted by MDT's biologist on this proposed project. No specific requirements regarding those "Immediate Actions" were required or suggested, and in fact it was stated that this proposed project is outside the "bull trout core areas" identified by that "Restoration Team". Summary statements to this effect have been added to part **IV.C.**4.(a) on page 25 of the (2nd) REA.

Response to James S. Taylor's

letter ("FAX" received: 19-Sep-1995)

The "important landmark" claim (in this letter's 3RD paragraph) is referenced to parts **IV.A.** on page 17, and **IV.C.**5. & 10. on pages 26 - 27 & 30 regarding the existing bridge's NRHP status and aesthetics in the (2nd) REA, and the "Nationwide" Programmatic *Section 4(f)* Evaluation in Appendix D. The "*preferred*" Alternative **E** includes provisions for pedestrian access (see part **III.B.**5. on page 16 in the 2nd REA). The "less expensive" statement (in the 4TH paragraph) is ambiguous as it offers no means for comparative analysis.

Response to Donna P. Gordon's
comments sheet received: 19-Sep-1995

The Alternative B-Muth is in fact neither "adequate" nor "desirable" from the fact that it did not correct the poor alignments on the approaches, and imposed both height and width restrictions (see part **III.B**.2.b. on page 13 of the 2nd REA). The "*preferred*" Alternative **E** will in fact have no effect on "the zoning" for "the Swan River Road area" and does include provisions for "pedestrian" use (see parts **IV.A.** on page 17, **IV.B**.2. on page 19, and **III.B**.5. on page 16 in the 2nd REA). Alternative B-Muth's impacts to wetlands depended on what modifications were needed to the northerly approach (see part **IV.C**.3. on the 2nd REA's page 23). The "*preferred*" Alternative **E** will also perpetuate recreational access (see the preceding 2nd REA's part **IV.B**.1. on page 18), and includes mitigation for wetlands impacts (under the 2nd REA's part **IV.C**.3. on page 23).

Response to the Bigfork Development Cº.'s
letter received: 20-Sep-1995

page	paragraph	response
1st	3RD	The existing bridge's "historical aspect" is discussed in parts **IV.A.** on page 17, and **IV.C**.5. on pages 26 - 27; and the "effect it has" is cited both there, and under part **IV.C**.7. on pages 28 - 29 of the (2nd) REA.
"	4TH	Provisions for "a pedestrian walkway" have been included with the "*preferred*" Alternative **E** (see part **III.B**.5. in the 2nd REA's page 16). The "(FERC)" is a Cooperating Agency on this proposed project under the provisions of 23 CFR 771.111(d) (see part **VI.A.** on page 34 in the 2nd REA). The "Pacific Corporation" is referenced as the Pacific Power & Light Cº. in the preceding (2nd) REA under part **IV.B**.2. on page 19, and is in the **Distribution List** (see part **VI.C.** on page 38).
" 2nd	5TH 1ST	The "single-lane, 36-ton load limit" rehabilitation Alternative is not regarded as viable, practicable, and/or feasible and prudent for this proposed project (see part **III.B**.2. on pages 11 - 13 of the 2nd REA). An existing bridge's "load limit" is part of, but not all the considerations used in evaluating its safety characteristics and/or replacement (see parts **I.C.** on page 2, and **II.** on pages 4, 6 - 7 in the 2nd REA).

Response to Dara Sharpe's
"FAX" of 21-Sep-1995

The "*preferred*" Alternative **E** will perpetuate recreational access to/from the Swan River (see part **IV.B**.1. on page 18 of the 2nd REA). No impacts on the unincorporated community of Bigfork were identified on the proposed project (see part **IV.E.** in the 2nd REA's page 32).

Response to Larry & Jo Clayton's letters of
19-Sep-1995 (to the FLATHEAD COUNTY COMMISSIONERS)

1ST paragraph: The "present character and aesthetic value" of the existing Kearney Rapids bridge were considered under parts **IV.A.** on page 17, and **IV.C**.7. on pages 28 - 29 in the (2nd) REA. The "*preferred*" Alternative **E** includes provisions for a "pedestrian walkway" (see part **III.B**.5. on page 16 in the 2nd REA).

(**Response to Larry & Jo Clayton**'s 19-Sep-1995 letters - conclusion:)

2ND paragraph: Alternative B-Muth was determined to be neither viable, practicable, nor feasible and/or prudent for this proposed project (see **Response to Donna P. Gordon**'s comments on the previous page, and the 2nd REA's part **III.B.**-2.b. on page 13). The "*preferred*" Alternative **E** will perpetuate recreational access to/from the Swan River (see part **IV.B.**1. on page 18 in the 2nd REA).

Response to Greg & Anne Morley's
comments sheet received: 29-Sep-1995

The "cheapest, most environmentally sound" Alternative would have been "A", the "No-Build" version. Alternative A had minimal environmental impacts (short of a sudden, catastrophic collapse) and an estimated cost of $0 (see part **III.B.**1. on pages 10 - 11 in the 2nd REA). The term "community friendly" is ambiguous, but is regarded as being aesthetically-related (see also part **IV.A.** on page 17 in the 2nd REA).

Response to Mr. Neal A. Brown's
letter received: 29-Sep-1995

page	paragraph	response
1st	1.	The name has been changed to "Kearney" in the (2nd) REA (the other spelling was based on USGS 1:24,000 7.5' "quad" map for "BIGFORK, MT" dated 1991, see **Figure 2** on page 5 of the preceding 2nd REA).
"	2.	Appendices to an EA are not necessarily part of, but merely contain supplementary information for an EA. The FHWA does in fact allow Appendices to be published separately from environmental documents. MDT normally does not "number" pages in Appendices to/for environmental documents.
"	3.	MDT regularly makes traffic counts on Interstate, Primary, Secondary, and Urban routes in Montana. However, traffic counts on other "off-system" roads (such as the one on which this proposed project is located) are not made by MDT. The count of 837 vehicles was made by Flathead County officials, and was taken on May 13, 1994. That was on Friday of the week prior to "Whitewater Day", which was held on May 24, 1994 (as referenced under part **II.D.** on pages 6 - 7 of the 2nd REA). The traffic data for this proposed project is listed under part **IV.C.**6. (2nd REA page 28, it was on page 25 of the 1st REA). It is also noted that this data was derived (by statistical analyses) for any of the proposed "build" alternatives. The claim that "a projection for the year 2013" . . . "is deceptive" is misleading in that it implies the proposed "build" alternatives are based on traffic counts. MDT does not propose "off-system" bridge projects only on the basis of traffic counts (see the **Response to Donna P. Gordon**'s comments on the previous page, and the 2nd REA's parts **II.B.** & **II.C.** on pages 4 & 6).
1st & 2nd	4.	The letter requesting the DNR&C to be a Cooperating Agency on this proposed project specifically referenced the current NRHP-eligible Kearney Bridge (on its 2nd page, copy follows in this Appendix).

(Response to Mr. Neal A. Brown's
letter received: 29-Sep-1995 - conclusion:)

page	paragraph	response
1st & 2nd	(4. - conclusion:)	The DNR&C's response indicated that agency had "no present or planned usage" of that site regarding ongoing and/or proposed changes to it, their management responsibilities regarding same, etc. The DNR&C had no comments about either the (1st) REA or the "Nationwide" Programmatic *4(f)* Evaluation (in Appendix D, following) on this proposed project. The DNR&C in fact has no "legal responsibilities" under *Section 4(f)* for this NRHP-eligible site. Such "legal responsibilities" under *Section 4(f)* on proposed impacts to those sites are between the FHWA and SHPO. This comment and its response are also discussed under part **IV.C.**10. on page 30 of this proposed project's (2nd) REA.
2nd	5.	The "Nationwide" Programmatic *Section 4(f)* form is in fact correctly based on the Programmatic *Section 4(f)* Evaluation for NRHP-eligible bridges as developed and approved by the FHWA on July 5, 1983. It uses a "worst case" situation for analysis wherein the proposed project has an adverse effect on the NRHP eligibility of the bridge.
"	5.a.	Item 2.(a) on page 2 of the "Nationwide" Programmatic *Section 4(f)* form is in fact correctly marked for the "YES" column — see part **IV.C.**5. on page 26 of the (2nd) REA.
"	5.b.	Item 2.(b) on page 3 of the "Nationwide" Programmatic *Section 4(f)* form is in fact also correctly marked for the "YES" column — see part **IV.C.**5. on page 26 of the (2nd) REA.
"	5.c.	Item 2.(c) also on page 3 of the "Nationwide" Programmatic *Section 4(f)* form is in fact also correctly marked for the "YES" column — see parts **III.B.**2.a. & b. on pages 12 & 13 of the (2nd) REA.
"	5.d.	The question following item 2.(c) on page 3 of the "Nationwide" Programmatic *Section 4(f)* form is in fact also correctly marked (for the "NO" column) — see the **Response**s to the comments on items 2.(a) through (c), preceding. Therefore, this does not require an "Individual" "evaluation/statement" regarding compliance with *Section 4(f)*.
"	(3RD)	The comments and responses to this letter have been referenced within and to their respective parts of the preceding (2nd) REA.
"	(4TH)	The (1st) REA has been reviewed, and parts of it have been updated/ revised where new information applies. The Westslope Cutthroat and Bull Trouts' impacts issues were included in this review, and revisions were made under part **IV.C.**4.(a) on page 25 of the (2nd) REA.
"	(5TH)	Comments on this proposed project's Public Hearing and its (1st) REA have been summarized under part **VI.B.** on page 36 of the (2nd) REA. "Alternative B-Muth" is no longer being considered for this proposed project (as stated under the previous **Response to Donna P. Gordon**'s comments, and part **III.B.**2.b. on page 13 of the 2nd REA).

RESPONSES TO COOPERATING OR COMMENTING AGENCIES

Response to Bigfork Volunteer Fire D$^{ept.}$

letter of 08-Sep-1995 to FLATHEAD COUNTY COMMISSIONERS

This letter supported a new bridge without specifying which of the four "build" alternatives was being favored for this proposed project. It is therefore regarded as supporting this proposed project's "*preferred*" Alternative **E**.

Response to the CoE's

letter received: 27-Sep-1995

2ND paragraph	The "mitigation plan" requested by the CoE is for the USF&WS "Batavia Waterfowl Production Area" and was previously approved for another MDT project in its Missoula District (N° 1). This "plan" has been specifically referenced under part **IV.C.**3. on page 23 of the preceding (2nd) REA.
3RD paragraph	The "wetland ledger" reference has been deleted as a mitigation plan for this proposed project's wetlands impacts has been established (as reviewed previously for part **IV.C.**3. of that 2nd REA's page 23).

Response to the U.S. DEPARTMENT OF THE INTERIOR'S

letter of 16-Oct-1996 to the FHWA

This agency concurred with the statements in this proposed project's "Nationwide" Programmatic *Section 4(f)* form (see also part **IV.C.10.** on page 30 of the preceding 2nd REA), and had no comment on the (1st) REA itself (copy of letter in Appendix D).

Response to the FEDERAL ENERGY REGULATORY COMMISSION'S

letter received: 22-Mar-1996

This agency stated there were "no pending proceedings before the COMMISSION which would affect" this proposed project. It further stated that their "licensee" (*i.e.*: Pacific Power & Light C°.) was allowed to convey Right-of-Way for this proposed project under "article 31" of their "Big Fork Project" license ("FERC N° 2652").

Although the FERC declined the request to be a Cooperating Agency, under 40 CFR 1500 - 1508, they in fact are a Cooperating Agency with jurisdiction by law. Their comments made clear that the copies of both the (1st) REA and the "Nationwide" Programmatic *Section 4(f)* form for this proposed project had been reviewed. Those comments (summarized in the preceding paragraph) are therefore regarded as from a Cooperating Agency. Their responsibilities as a Cooperating Agency, however, are limited under the FHWA's guidance to the granting of their licensee's authority to work with MDT in providing the necessary Right-of-Way (following completion of "all necessary state and Federal approvals").

Copies of both the preceding comments and others are on the following pages in this Appendix B.

DEPARTMENT OF NATURAL RESOURCES
AND CONSERVATION

MARC RACICOT, GOVERNOR
STATE OF MONTANA
DIRECTOR'S OFFICE (406) 44[illegible]
TELEFAX NUMBER (406) 444-2684

Northwestern Land Office
2250 Highway 93 North
Kalispell, MT 59901-2557
(406)752-7994

MASTER FILE COPY

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July 26, 1995

433.6
Swan River
Section 32, T27N, R19W

Mr. Joel M. Marshik
Environmental Services Manager
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Dear Mr. Marshik:

This letter is in response to your cover letter of July 5, 1995 attached to the ROUGH DRAFT EA for the Swan River Bridge BR 9015 (11) project.

▸ There are no Department of Natural Resources and Conservation leases or licenses near the proposed bridge project. Since the Swan River is classified as navigable stream, the State owns the Swan River bottom below the low water mark.

▸ The DNRC does not have any present or planned usage covered under Section 4(f) of the 1966 Department of Transportation Act (49 U.S.C. 303).

▸ The DNRC does not have any recreational facilities in the near vicinity of the Swan River Bridge. This does not mean that other State Agencies may own or manage lands near the bridge.

▸ The DNRC does not have any immediate future plans for the area that would be affected by the proposed project.

When the MDOT applies for the right of way to cross the Swan River for the bridge project, a copy of the final Environmental Assessment should accompany the application forms and project plans. Several months lead time is necessary for the processing and obtaining approval of the request, so the MDOT should allow enough lead time for the DNR&C to process the application.

If you have any questions, you can contact me at 756-6575 or stop by the Kalispell Unit Office, 2250 Hwy 93 N., Kalispell.

Sincerely,

William F. Wright

William F. Wright
Kalispell Unit Manager
Northwestern Land Office
Department of Natural Resources and Conservation

cc: KU Cal File
433.6 (NWLO/KU)
Fairbanks

FRIENDS OF THE WILD SWAN
P.O. BOX 103
SWAN LAKE, MONTANA 59911

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COPY

cc: Jim Weaver
Preconstruction
Bridge
Joel Marshik
Gordon Stockstad

August 30, 1995

Montana Dept. of Transportation
Attn: Joel M. Marshik, Environmental Services Manager
P.O. Box 201001
Helena, MT 59620

Dear Mr. Marshik:

Please accept the following comments on the Swan River Bridge Environmental Assessment. We will confine our comments to the fisheries analysis.

We find that the analysis of impacts to bull trout is inadequate and contains outdated information. The EA fails to disclose that in June, 1994 the U.S. Fish and Wildlife Service issued a "warranted but precluded" finding on the petition to list the bull trout under the Endangered Species Act. This finding concluded that, "Virtually every bull trout population within the conterminous United States is threatened by a wide variety of land and water management practices. Fragmentation and disruption of habitats have resulted in the isolation and elimination of populations and life history forms, and reduced survival and growth rates. These impacts, in combination with threats associated with introduced species and small population sizes, significantly increase the risk of extinction." Again in June, 1995 the U.S. Fish and Wildlife Service determined that threats to bull trout were imminent and issued another "warranted but precluded" finding.

The EA does not analyze the impacts of Alternative C's placement of 3,630 cubic yards of fill, or Alternatives D and E's building of pilings for a new bridge on bull trout or water quality. Furthermore, the EA does not analyze the *cumulative impacts* associated with the above alternatives along with past and present actions which have occurred along this segment of the Swan River; including but not limited to residential development, introduction of pesticides or herbicides, removal of trees, etc.

NEPA is quite specific in requiring agencies to consider the cumulative effects of each alternative under consideration (40 CFR 1502.16, 1508.8, and 1508.25(a) (2) and (c)). Cumulative effects refers to the direct and indirect impacts of all past, present and reasonably foreseeable future actions. All environmental assessments are required by NEPA to document and analyze cumulative impacts. (See generally Save the Yaak Committee v. Block, 840 F.2d 714 (9th Cir. 1988).)

"Cumulative impact" is: "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonable foreseeable future action regardless of what agency (Federal or non -Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." 40 C.F.R. 1508.7.

The EA also does not disclose whether the alternatives are in compliance with the Immediate Actions set forth by Governor Racicot's Bull Trout Restoration Team.

Friends of the Wild Swan feels that in the absence of an adequate environmental analysis the least impactive and fiscally sensible alternative appears to be rehabilitation of the existing bridge.

Sincerely,

Arlene Montgomery

Arlene Mongomery
Program Director

59901

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Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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Donald W. Hamilton
1246 Swan Highway
Bigfork MT 59911

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Please save the single lane bridge on Swan River Road. Thank you!

Ron Reagan

Please save the single Lane Bridge on Swan River Road. Thank you.

DOUG ROBERTSON

Dear Sirs:

Please Save the single lane bridge on Swan River Road.

CAF.R thanks!

---

you know all the reasons

I walk this bridge almost every day summer and winter. The Swan Bridge is like an old friend.

John W Jumper
181 Patrick Creek Rd
Kal. Mt 59901

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Please save the Bridge.

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Linda [illegible]
10[illegible] Bigfork [illegible]
Bigf[illegible] Montana [illegible]11

Linda L. Grinde
1096 Bigfork Stage
Bigfork, Montana 59911

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In a world where life is a
blur of hurry it's refreshing
to come upon a country
bridge ~~that~~ requires neighbors
to wait for one another & encourages
a friendly nod as they pass

Echo Dupree
260 Swan Retreat
Bigfork, MT 59911

Mr Dye —
Please repair the bridge.
Do not replace it. Spend
the money where it will do
less damage to the natural
environment. Linda Grinde

Dear Marvin Dye

I have work on bridges in the past years.,
I just got done working on the new bridge in Kal.
The bridge you want to take down don't need too be
taking down at all!..
I look at it last year and, I know it can be
real builted to specs with less costs to the tax
payers.

John W Jumper

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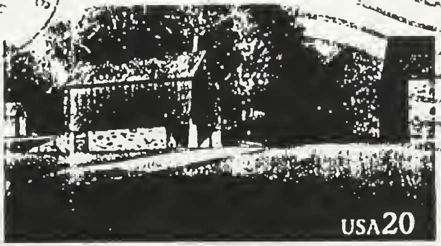

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Dear Mr. Dye,

Regarding Swan River Bridge (Project #BR-9015 (11) Control #1132. I favor the Frank Muth proposal for renovating the existing bridge. This will meet emergency and State requirements and also preserve environmental and recreational resources. At 15% lower cost, this seems a very good bargain! Thanks, Dan Grinde

Dan Grinde
1096 Bigfork Stage
Bigfork MT 59911 837-5439

9-10-95

Dear Sir:

I endorse Frank Muth's rehabilitation plan to save the Historic Bridge 2 miles east of Bigfork on the Swan river.

Please vote in favor of Frank Muth plan.

Thanks
Susan Jeffers

Susan A. Jeffers 695 Wapiti Ln - Bigfork, MT. 5991 (406) 837-

---

Denise Grenier
P.O. Box 615
Bigfork MT 59911
406/837-4942

I endorse the implementation of the MUTH plan for historical reasons.

Denise L. Grenier

9/8/95

Dear MT. HWY DEPT.

I would like to support Saving the Swan Ri Bridge... to that extent I support THE MUTH plan for rehabilitation of the bridge... it is scenic, part of the natu of the community and a part of the charact of the BigFork area.

WILLIAM G. MYERS J
EAST SHORE RT.
BIGFORK, MT. 5991

Joyce Mitchell
P.O. Box 526
Bigfrk, MT 59911
ph: 837-6340

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9-11-95

ear Sir:

We have been long-time residents f Bigfork + now have grandchildren iving here. In this world of fast changes e feel some things must remain to pass rom generation to generation. Swan Bridge s one of those historical musts. It's eauty + history is uncomparable. lease adopt the MUTH PLAN and save ur history + beauty for future generations o enjoy + pass on. Thank You.

eRoy + Marlys Kelly
837-5769
1018 Sunburst Dr
Bigfork MT 59911

Dear Mr. Dye,

As a resident and taxpayer in Bigfork, I urge you to support + assist in implementing the MUTH plan for rehabilitating our Swan River Bridge preserving this beautiful historic bridge economically + complimenting its surrounding area.

Thank you!

Joyce Mitchell

Mr. Dye:

We wholly endorse implementation of the Muth plan for rehabilitation of the Swan River Bridge. It would meet the objectives of everyone concerned while keeping with the character of the rea.

Bill & Pam Morton
Cedar Bay Lodge
Bigfork, MT 59911
837-3336

Mavis Smith
545 Holt Dr.
Bigfork MT 59911-6216

: Lets keep some of the original beauty and add only safety. The charm of the ~~Swan~~ River-Bridge adds to the attraction & uniqueness of our Area. Please utilize the Muth plan to keep one of the local features we have enjoyed for so many years, unchanged and sufficient to local needs.

Bridge project # BR 9015(11) Control 1132

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I want the MUTH plan to save the Swan River Bridge.

We need to save our historic beautiful old bridges in the state including the one in Great Falls. The Muth design would meet the transportation needs and yet preserve our history

Clarice Ryan
253 Pine Needle Lane
Bigfork MT 59911

837-6929

Dear Sir,

I agree with any plan to save the old bridge. It is a remaining piece of montana history that is salvagable even if it cost more than building a new one which it wont! The muth plan sounds good + I agree with it. We will not put up with tearing down something because its easier to build a new one. Barbara + Don Fraser

406-837-2837
675 Peaceful Dr. Bigfork MT 59911

9/9/95

WE ENDORSE THE MUTH PLAN FOR THE OLD STEEL BRIDGE ON SWAN RIVER ROAD EAST OF BIGFORK. THE SINGLE LANE BRIDGE WITH ATTACHED PEDESTRIAN WALKWAY WILL SERVE THE TRAFFIC REQUIREMENTS WELL FOR YEARS TO COME, ONCE IT IS REHABILITATED. THERE IS NO NEED FOR A 2 LANE NEW CONCRETE BRIDGE

9/10/95

DEAR SIRS – I ENDORSE FRANK MUTH'S PLAN TO REHABILITATE AND SAVE THE HISTORIC BRIDGE 2 MILES EAST OF BIGFORK ON THE SWAN RIVER. MUTH'S PLAN WILL PRESERVE THE CHARACTER OF THE BRIDGE, PROVIDE A PEDESTRIAN WALKWAY, MEET EMERGENCY VEHICLE REQUIREMENTS AND MEET DOT REQUIREMENTS. MUTH'S PLAN WILL ALSO PRESERVE THE BRIDGE'S NRHP LISTING. HIS PLAN IS THE MOST COST EFFECTIVE REHABILITATION PLAN. REPLACEMENT OF THE BRIDGE IS TOO EXPENSIVE, WILL IMPACT THE WETLANDS, WILL REQUIRE ADDITIONAL FILL OR WILL REMOVE THE BRIDGE FROM THE NRHP LISTING. I URGE YOU TO VOTE IN FAVOR OF FRANK MUTH'S PLAN. THANK YOU.

Clarence J Jeffers

CLARENCE J. JEFFERS
675 WAPITI LANE
BIGFORK, MT 59911
406-837-1422

Stone
2430 SWAn Hwy
BigforK MT 59911

MISSOULA, MT
PM
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MT. Highway Dept.
P.O. Bx. 201001
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I endorse the Muth Plan for the Swan River Bridge. The bridge has scenic & historic value in Flathead Co. It would be criminal to destroy it!

Paula Alley
810 3rd Ave East
Kalispell, MT 59901
406-755-7317

Dear Mr. Dye 7-7-

I would like To encourage you to rehabilitate the 83 year old Swan River Bridge in Ferndale. I like Frank Muth's plan the best. His plan would go well with the new Swan River Nature Trail. No wetlands would be damaged. The historic bridge would be preserved. Taxpayers would save Too.

Thanks, Bob Stone
Cheryl Stone

2430 Swan Hwy
Bigfork, MT 59911
837-4664

Director of Transportation:

I Vote to save the Swan Bridge. Use the Muth Plan. It's the Most economical one

Marjorie Johnson
Bigfork MT.

I am in favor of the Muth Rehabiliate plan for the old Swan River Bridge This plan will save the tax payers money and keep the bridge for our children.

Penny Reuland
17179 E. Lakeshore
Bigfork, Mt. 59911

RLB
782 Swan River Rd
Bigfork, MT
59911

MISSOULA, MT 598
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Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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Dear Mr. Dye,

My husband and I endorse the MUTH plan for the Swan River Bridge. Its the most practical solution, besides the fact we like the looks of it.

Sincerely.
Ken + Jeanne Yatch
Ferndale, Mt.

9/9/95

Dear Mr. Dye,

I live about a mile from the bridge on Swan River Road. I'm writing to request you strongly consider the MUTH plan in resolving this issue. The Bridge is such a distinct feature in the area... Locals appricate the access it provides to the River, and of course the historic/cultural experience. It makes so much sence to preserve - Rehabilitate, for finacial reasons also. I also strongly am against any alternative that impacts the wetland djacent to the bridge - So thanks for your help! - 837-3458

Robin L. Bissell 782 Swan River Road Big Fork Mt 59911

For Muth plan

Sally B Cory

PLEASE IMPLEMENT THE MUTH PLAN FOR THE Old BRIDGE OVER THE SWAN.

IT IS A SPECIAL, PICTURESQUE PRIZE OF OUR HISTORY

MARY MARGARET ROGNLIEN
P.O. BOX 1779
BIGFORK, Mt. 59911
406-837-6175

KALISPELL, MT
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CHARLES E. RICHMOND
PATRICIA KEANE-RICHMOND
1075 BIGFORK STAGE
BIGFORK, MT 59911

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11 SEP
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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

Hello,

I'm in favor of the muth plan to save the Swan River Bridge. It truly is a landmark to me as I was born and raised here in ferndale.

Thank you,

Shirley R. Barney
1281 MT. 209
Bigfork, MT. 59911
406 - 837 - 5448

[illegible]
[illegible]
Bigfork Mt
59911

I am in favor of Muth plan because of Saftey for Children, COST, Historic preservation

[illegible] Bayn

Dear Mr. Dye,

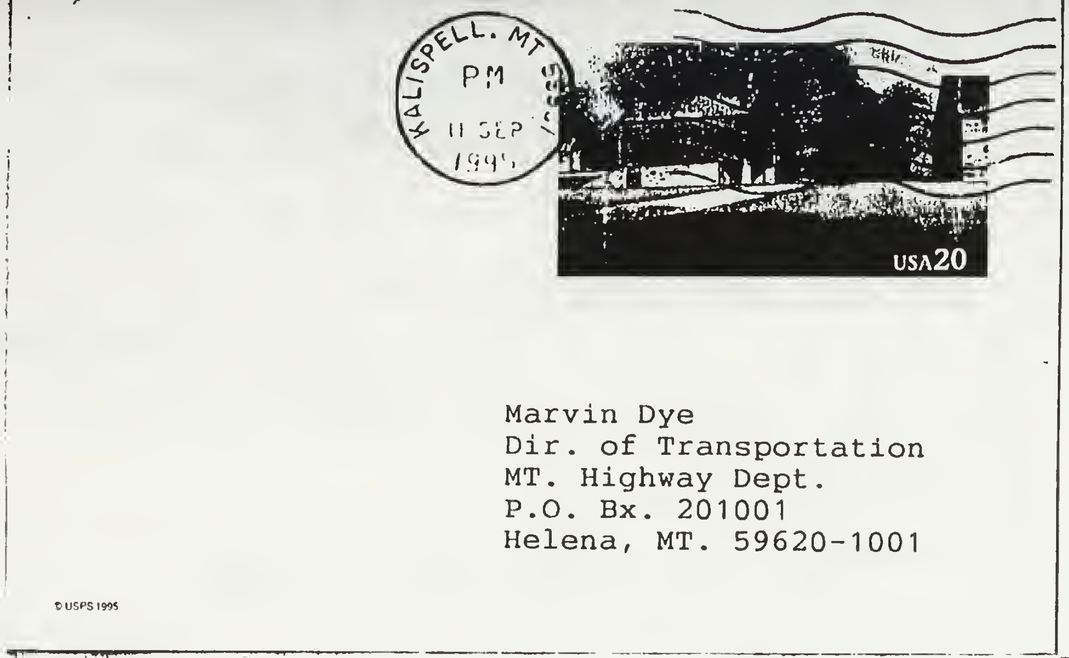
As a Bigfork resident, my family & I endorse the Muth Plan for saving the Swan River Bridge, for the following reasons:

#1 Cost effectiveness
#2 Maintain Historical Registry listing
#3 surpasses weight restrictions
#4 Preserve vital link to residents
e.g. QRU, fire trucks, school buses...

Sincerely, Pat Keane-Richmond
837-2540

I endorse the implementation of the MUTH plan for the rehab of the existing bridge on the Swan River in Big Fork. This bridge must be saved... it is a part of Montana history and belongs in this scenic spot "as is". The proposed plan will provide an adequate bridge.

DOROTHY IRVINE, 23295 E. Lake Shore
Big Fork 59911



KALISPELL, MT
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11 SEP
1995

USA20

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Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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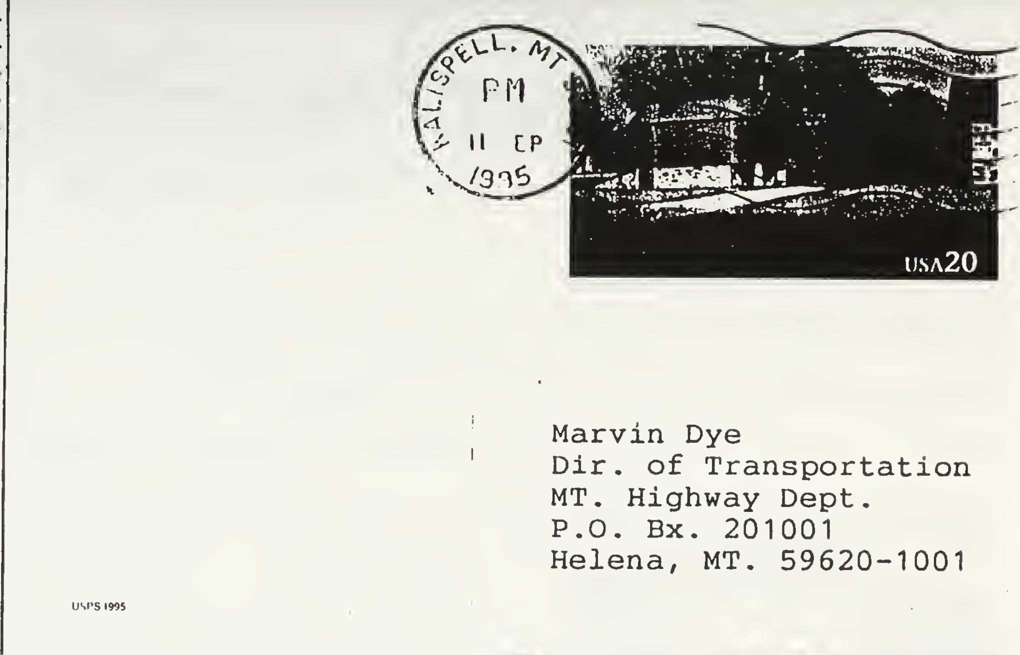

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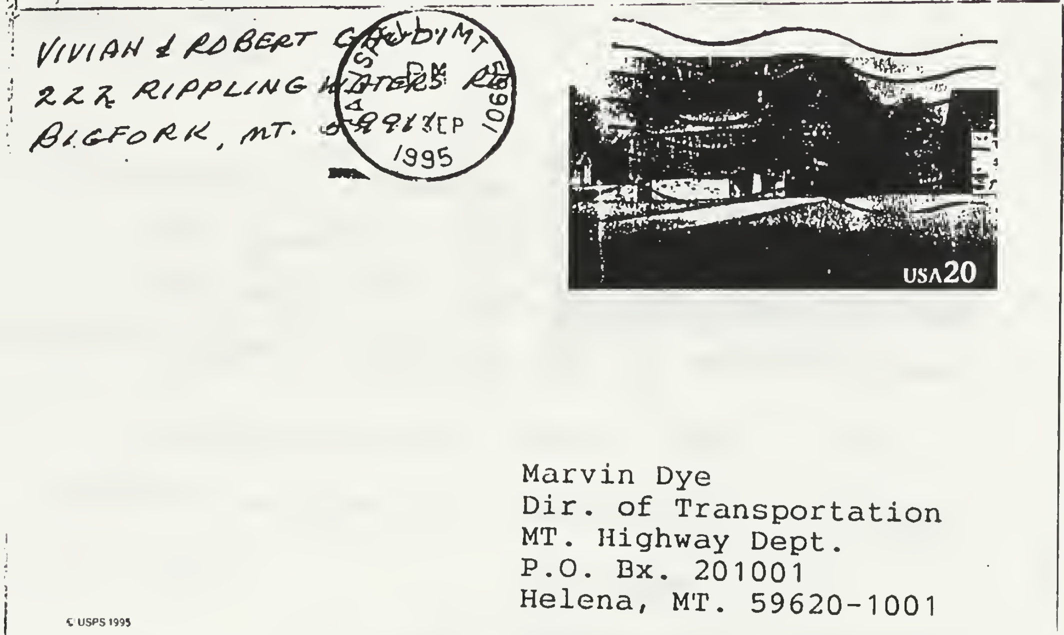

VIVIAN & ROBERT G[illegible]
222 RIPPLING WATERS RD
BIGFORK, MT. 59911

KALISPELL, MT 59901
PM
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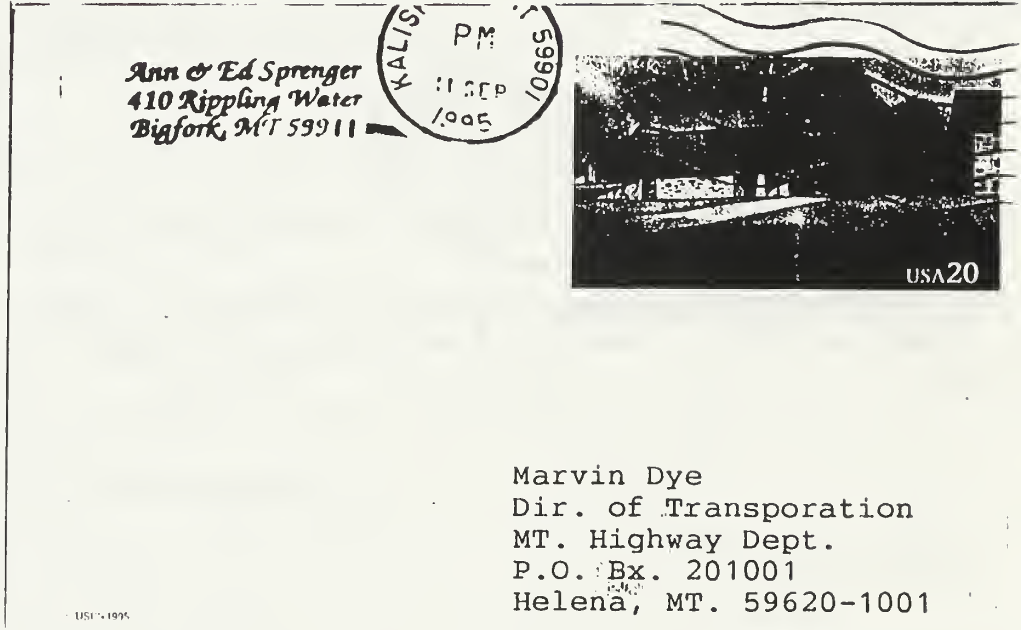

Ann & Ed Sprenger
410 Rippling Water
Bigfork, MT 59911

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Dir. of Transporation
MT. Highway Dept.
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Helena, MT. 59620-1001

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We encourage you to implement the Muth plan for rehabilitation of the existing Swan River Bridge. It's a beautiful old structure that fits the character of the surrounding area while still meeting State requirements.

Bill + Pam Morton
Cedar Bay Lodge 837-3836
Bigfork, MT 59911

ROBERT SMITH
545 HOLT DR
BIGFORK MT 59911-6216

Swan River Bridge should be preserved, and can be with the Muth plan. So little need to replace, at the cost of history and beauty, when we are losing so much of the unique character of the Bigfork area. Don't ruin our bridge, improve it.

BR 9015(11) Control #1132

To: Marvin Dye, Director of Transportation 9/10/95
From: J. Edward + Ann F. Sprenger
410 Rippling Water, Bigfork, MT 59911
Re: Swan River Bridge

We strongly support the Muth plan for the following reasons:

It preserves a important historic site.

It is the most economical of the plan we know about.

It would not impact on the nearby wetland.

It does meet the emergency vehicle requirements.

Sept. 11

Dear Mr. Dye,

We urge you to preserve a small bit of Bigfork history by endorsing the implementation of the MUTH plan for rehabilitation of the existing bridge (OLD BRID

This is the most economical plan proposed to provide an adequate bridge.

837-0109

Thank you,
Vivian and Robert Gaudi

C. Pearson
195 Swan Retreat Rd.
Bigfork, MT 59911

USA20

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MT. Highway Dept.
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Thomson
Box 456
Bigfork, Mt 59911.

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Dear Mr. Dye,

Please vote to preserve the Swan River Bridge, now listed in the Historical Registry. We agree with the MUTH plan which provides a pedestrian walkway, meets emergency vehicle requirements and state requirments as outlined by Jim Weaver, MT. Dept. of Transportation.

Sincerely,

Don & Jude Thomson

I support the Muth Plan → for the existing bridge in the Bigfork - Ferndale area. We need to preserve our historic landmarks and this area is full ranches, children and dogs - a two lane modern bridge would bring too much dangerous traffic! I live in this area + have almost been hit a car already!

Christie Pearson
195 Swan Retreat Rd.
Bigfork, Mt 59911
837-5547

Christie Pearson

Please support the Muth plan for the rehabilitation of the old bridges – It is needed for the residents of the area.

Margaret Le Duc
356 Flathead Lodge Rd.
Bigfork, Mt. 59911

9-9-95

Dear Mr. Dye:

I use the Swan River Bridge often and I endorse the Muth Plan for the rehabilitation of the existing bridge.

Let's please get the plan in action and save some taxpayer dollars, at the same time preserving some history of the area. Not everything that is new is so much better than something old that has other values and with the kind of rehab. planned, will make the structure serviceable for years to come. Thanks. Steve Matosich

1461 Rainbow Dr. Bigfork, Mt.

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MA Kelley
PO Box 219
Somers, MT 59932

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9/11/95

I support the Muth plan for the rehabilitation of the Swan River Bridge east of Bigfork. This plan retains the charm & historical aspects of the bridge, meets emergency vehicle requirements, provides pedestrian walkway & is more economical than other State proposals. I urge your approval of this plan.

Pamela Seiss
P.O. Box 916 Bigfork MT 59911
(406) 837-4356

Mr. Marvin Dye

Re: Swan Bridge

I wish to let you know that I favor the MUTH rehab plan for this bridge. Not only is it the more economical plan but we here in Bigfork wish to preserve this historic bridge in it's unique setting. We need to stop tearing down everything "old".

Linda Hauheck
335 Commerce #4, Bigfork Mt 59911

Please preserve Our Bridge the MUTH plan makes More Sense. Keep this beautiful rural area the way it is for Our Children.

R Denizac + family
784 Swan River Rd.
Bigfork, Mt.

Please save the wonderful bridge over the Swan River - use the "MUTH" plan.

MA Kelley

Carmen Franklin
990 Swan River Rd.
Bigfork, MT. 59911-6338

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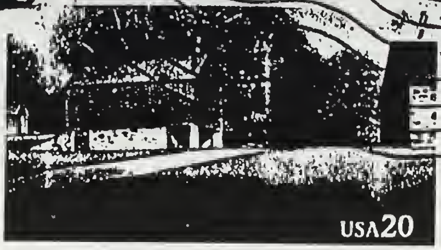
1995



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Sam & Billie McC[illegible]
P.O. Box 193
Bigfork, MT 5991[illegible]

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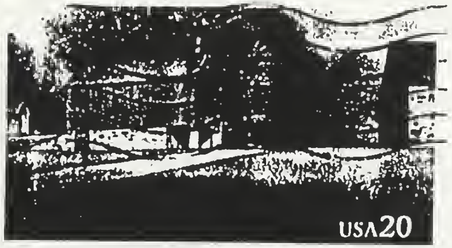

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MT. Highway Dept.
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9-12-95

Mr. Marvin Dye

We strongly endorse the implementation of the MUTH plan for rehabilitation of the existing Swan River bridge.

We believe this historic bridge should be preserved in its unique and beautiful etting and save this part of our Montana istory for the enjoyment of future generations. This plan appears to be the most economical plan roposed to provide an adequate bridge.

Samuel McCrum
Billie M. McCrum

9/11/95

I Firmly support The Muth plan. I have Lived on Swan River Road 18 years and feel a conrete bridge would NOT enhance The beauty of The area. Our bridge has been a source of pleasure for visitors. With so many changes going on, To preserve our bridge would be a Treasure, for ourselves and our children.

Carmen Franklin. 837-4644

---

wish to record my support for he MUTH plan for rehabilitating he existing Swan River bridge as his is the most economical plan roposed. This will provide an dequate bridge and still maintain some of the unique uality of past eras.

Evelyn H. Nelson
lso - a cabin 1736 5th
wner on Swan Lake Helena, MT. 442-3428

We endorse the Muth plan for the Swan River Bridge.

It is unique and part of history and the plan seems economical.

Most important it will allow fire engines & emergency vehicles to get across the river

Hamden & Elinor Fonkner
PO Box 742 (9260 Hway 35 S)
Bigfork, MT. 59911 Tel. 837-5119

KALISPELL, MT 59901
PM
12 SEP
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WHISTLER TILE & [illegible]
P. O. Box [illegible]
Bigfork, MT 5991[illegible]

KALISPELL, MT 59901
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We strongly endorse the MUTH plan
or rehabilitation of the existing
wan River Bridge. We believe this would
e the most economical plan to provide
n adequate bridge. Please save our bridge

Susan + Bill Simonson

108 Sherman Lane
Bigfork, Mt 59911

837-5899

This is a request for the implementation of the MUTH plan in dealing with the Old Swan River Bridge. This bridge is not only Historical but adds charm and scenic value to our countryside. A concrete new bridge would distroy the picturesque value afforded by renovating the existing structure. Thank you for your consideration on this matter.

Pamela K Stableford, Rancho del Lago
150 Conifer Lane. Bigfork 59911 406/837 5044.

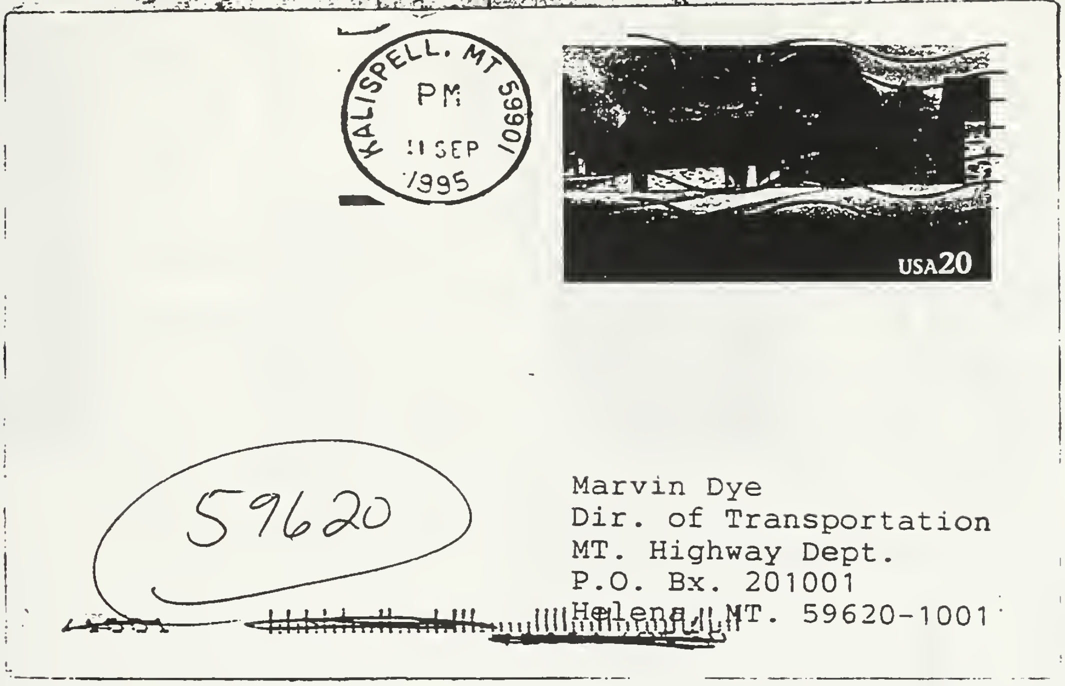
After reading all the Newspaper
n regards to the different
proposals for Saving Swan
River Bridge I feel the only
option is going with the
Muth plan. for rehabilitation of
the existing bridge. as long as
t can be used for emergencys.

Jaye Hustis
06837-6019
PoBox 333
Bigfork MT 59911

Mr Dye,

This request comes from a concerned citizen. Please follow the MUTH plan to restore the Swan River Bridge. This is the least expensive plan and will allow me to view this historic and useful bridge that I enjoy seeing each day to and from work.

Thank you, Michael Whistler
255 S. Ferndale Dr.
Bigfork, MT
837-1313



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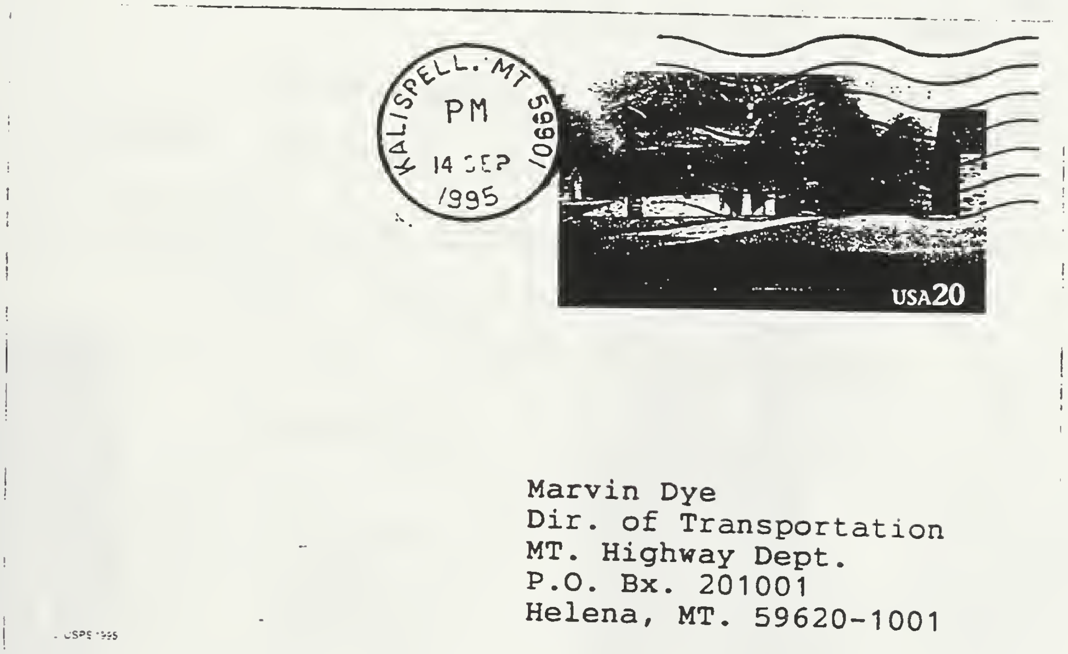
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001



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P.O. Bx. 201001
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As a child growing up my father was a developer. I still hold a Californias contractors license. My husband is in the construction trade. I KNOW how important it is to hold on to hertidage. DO NOT destroy the bridge. You would only forever be sorry!!

SAVE THE BRIDGE.

BIGFORK HAS BEEN MODERNIZED + CHANGED ENOUGH (THE ENTIRE AREA HAS A NEW CLIMATE — MUCH TO MY DISMAY) ITS NOT AS APPEALING — SO LEAVE A LITTLE HISTORY BEFORE THERES NONE LEFT — FIX WHAT WE HAVE + KEEP THE CEMENT JUNGLE AS FAR AWAY AS POSSIBLE —

BEVERLY VEYNA
1459 Hwy 209 BIGFORK

KALISPELL, MT 5990[illegible]
PM
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MT. Highway Dept.
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Mr. Charles G. Hubbard
P.O. Box 1162
Bigfork, MT 59911-

KALISPELL, MT 5990[illegible]
PM
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arvin Dye
ir. of Transportation
T. Highway Dept.
.O. Bx. 201001
elena, MT. 59620-1001

Dear Mr. Dye: 9-13-95

After long and often prolonged deliberations regarding the Swan River Bridge in our area, I have changed from a "new" to "Muth" plan supporter. It appears to me the plan to rehab the existing bridge is reasonable both from a cost standpoint and to retain the old bridge so many seem to cherish. I hate to see a new bridge mess up the river quality during construction, etc. If the old can be fixed at less cost + carry the weights of buses, RV, fire trucks, etc — I am in support of the Muth plan - even if we still have ~~end up~~ ~~with~~ a one lane bridge.

Thank you.

C.E. Hubbard 837-1344

As a Flathead County taxpayer, I ask you to implement the MUTH Plan for rehabilitating the Swan River bridge at a savings of $100,000.-

Wilma E. Cornett
P.O. Box 1182
157 So Ferndale Dr
Bigfork MT 59911
837-5519

We ask that you implement the MUTH Plan for rehabilitating the Swan River Bridge. In addition to the beauty and utility of the bridge, which we use daily, we are interested as taxpayers in the $100,000.00 savings of the MUTH Plan over other proposals.

Steve and Cathy Conat
193 Black Bear Lane
Bigfork MT 59911
837-5663

9/13/95

This is in regard to the Swan River Bridge (Bridge Project # BR 9015 (11) Control, #113.

Please adopt the MUTH plan. The bridge is now in the historical registry. It has a unique character. We live in the 2nd home from the bridge + would hate to see it torn down. 837-5417

Gil + Monica Glenlin
1080 Swan River Rd. Bigfork, Mt. 59911

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Mt. Highway Dept.
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Wallace D. Norley
612 Sylvan Court
Kalispell, Mt. 59901

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Jamos L. Ubic
612 Sylvan Court
Kalispell - MT
59901

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9/12, 1995

Mr. Dye

please select the MUTH rehabilitation plan to save the Swan River bridge. I support this plan because it is both financially and esthetically Sound- It's a beautiful bridge let's Keep it, and give it the support it needs —

thank you, Wallace D. Nunly / 59901

756-1240 612 Sylvan Court / Kalispell, MT

Sept 12, 1995

Sir

1. I want the MUTH Rehabilitation plan to save the Swan River Bridge.
2. I want the bridge saved because it can be saved within safety guidelines and ascetic value.

Mr + Mrs Frank R. Maré

P.O. Box 670

Bigfork, MT 59911

(406) 837-5782

Sept. 12, 1995

Dear Mr. Dye-

Please choose the MUTH Rehabilitation plan to save the Swan River Bridge.

This plan will

① Preserve the historical character of the bridge

② Meet emergency vehicle requirements

③ Be the most economical proposal to provide an adequate bridge.

④ Provide an extension of the Swan River Nature Trail.

Thank you,

James L [illegible]

612 Sylvan Court

Kalispell - MT 59901

756-1240

LAILA PROFFIT
BOX 1572
BIGFORK
MT 5991

KALISPELL, MT 59901
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MT. Highway Dept.
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USPS 1995

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Dir. of Transportatiobn
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

USPS 1995

9/12/95

Dear Mr Dye,

Please stop the Bridge in Bigfork from being destroyed. Apart from the historical aspect it would be more economical to strengthen it and save a beautiful landmark.

Laila O. Proffit

DEAR MR. DYE, 9-13-95

I THINK THAT REPLACING THE SWAN RIVER BRIDGE WOULD BE BEST IN THE LONG RUN.

IT WON'T COST MUCH MORE TO REPLACE IT THAN TO REPAIR, THE OLD, WORN OUT ONE.

I DON'T BELIEVE THE OLD BRIDGE IS OF ANY HISTORICAL SIGNIFICANCE - IT'S MORE OF AN EYESORE + HAZARD THAN ANYTHING.

I THINK A NEW, MODERN BRIDGE, WITH A WALKWAY + A SAFER APPROACH TO HWY. 209 WOULD BE BEST - AND A LOT CHEAPER TO MAINTAIN.

I BELIEVE THE BIGGEST CONCERN OF AREA RESIDENTS IS NOT THE BRIDGE ITSELF, BUT THE INCREASED TRAFFIC (ESPECIALLY TRUCKS) THAT MIGHT RESULT IF A NEW BRIDGE IS BUILT. MAYBE SOME RESTRICTIONS ON THE USE OF SWAN RIVER ROAD COULD ADDRESS THEIR CONCERNS.

SINCERELY, Rod Griffin

P.O. BOX 62
LAKESIDE, MT. 59922

LL. MT 5990
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MT. Highway Dept.
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McCormick
16602 - 88th St SE
Snohomish, WA
98290

EVERETT
PM
13 SEP
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R Gordon
280 Williams Ln
Bigfork, Mt 59[illegible]

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P. O. Bx. 201001
Helena, MT. 59620-1001

Dear Mr. Dye 9/11

Please support the efforts to
ave the Bigfork Swan River
ridge rehabilitated rather
an replaced.

It is a constant source of pleasure
r birdwatchers, hikers, fishing
boating. Hard to beat when it
ill be an adequate traffic bridge
so.

Thanks
LB & Wanda Henley
PO Box 1675 Bigfork 59911 (406) 837-3619

SWAN RIVER BRIDGE RENOVATION BIGFORK MONTANA

I support the Muth plan to renovate the Swan River Bridge. The plan is a cost effective way to meet the needs of the Swan River, Bigfork, and Flathead Valley community needs. It provides much needed historical preservation, continues visitor and tourist interest and satisfies the desire of local residents to maintain the scenic quality of the area. I have been a resident on Swan River Road for 18 years during this time traffic speeds have increased. I expect traffic speed will get much worse if a concrete bridge is built. Law enforcement is limited now (in the area) traffic danger to local pedestrians, horseback riders, bycyclists & kids will go up.

The bridge is "unique" and one of a kind - a great source of pride in our community. I urge you to assist in preserving this point of interest for us.

This is the most economical plan to provide an adequate bridge to meet the needs of the community. Thank you for your attention to the Muth plan.

John E. Franklin 990 Swan River Rd.
Bigfork Mt.

Dear Sir; Sept 13, '95

I believe the Muth plan to save the Swan River Bridge is the best proposal.

This program will allow the maximum weight capacity, plus, will have the safety of a pedestrian walkway. In addition it is slated to cost $100,000. less.

I live off the Swan River Road and use this bridge daily.

Robert R. Gholson
280 Williams Lane
Bigfork, Mt

This note is to express our endorsement of the Muth plan for rehabilitation of the old, historic Swan River bridge in Bigfork. We are soon to be residents of Rocky Woods, near Bigfork, in the Swan River Road area. We have studied the various proposals and believe the Muth plan is the most economical, feasible and beneficial.

Thank you - Sue & Greg McCormick

KALISPELL, MT 59901
PM
12 SEP
1995

USA20

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Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

USPS 1995

Dear Mr. Dye:

This is to let you know that I am in favor of rehabilitating the Carney Rapids Bridge in Bigfork. I believe that rehabilitation provid what is needed at the least cost to the taxpayer.

Sincerely, Terrill Siess

Box 916
Bigfork, MT 59911

837-4460

WILLARD & ADA NASH
225 SHADY LANE
P.O. BOX 506
BIGFORK, MT 59911

MISSOULA, MT 598
1 PM
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1995

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SEP 19 1995
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MT. Highway Dept.
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Helena, MT. 59620-1001

MISSOULA, MT 598
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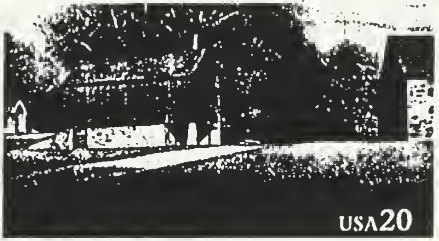
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001



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945 Swan River Rd
Bigfork Mt 59911

MISSOULA, MT
1995

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Dir. of Transporation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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Dear Marvin,

I love the Swan Bridge. It not only is functional in connecting neighborhoods to their services in town but also is a piece of artwork worthy of Preservation. I support the Muth Rebuild Plan. The Swan River banks could use some public help in a good cleanup too! Lets be as proud of this bridge as the Vermonters are of theirs!

Ruth Quist

#5 Wild Grape Ct
Kalispell MT.
59901

P.O. Box 606
Bigfork, MT 59911
Tel# 837-5786

State Dept of Transportation

We urge you to consider favorably the Muth plan for rehabilitating the existing bridge over the Swan River (Bridge Project #BR9015 (11) Control # 1132. This will restore the bridge to accomodate emergency vehicle requirements and also save money over building a new bridge. It is important to save some of our Montana History for much of it is being destroyed.

Sincerely,

Hillard and Ada Moss

Dear Sir: Please implement the muth plan for our Bridge. We live on Swan River Road, we walk, ride our horses, Visit neighbors along the Way and under the Bridge and enjoy watching kids learn to fish ride bikes and horses, we are a quiet neighorhood, the last thing we need is a Freeway past our door endangering residents, We do not need or want a 2 Way Concrete bridge to change the style of life we pay massive Taxes to support here, Any Questions? Call 837-5821 Sincerely

James H. Baker

Darlene M. Poirier

I endorse the MUTH plan for the existing bridge.

Important to preserve present character of The bridge and meet emergency vehicle requirements.

Desireable to extend the Swan River nature Trail for hiking etc.

June K. Swango
9706 Montana Hwy 35
Bigfork, MT
59911

Donna Benson
185 Swan River Rd
Bigfork, MT 59911
406 837-512

ALISPELL MT 599
1995

USA20

Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

USPS 1995

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59911

MISSOULA
1995

USA20

Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

USPS 1995

Dear Sir:

Much uproar has been caused by the plan to replace the bridge across Swan River – Swan River Road. I do not feel for the traffic that uses the bridge it calls for the large cost of a new bridge. I would like to see the present bridge repaired and upgraded to weight standards with the smallest amount of money spent. We need to spend only whats needed. I do not want my grand children paying for this 20 years from now.

9/13/95

I WANT THE MUTH REHABILITATION PLAN TO SAVE THE SWAN RIVER BRIDGE.

THANK YOU
R.V. PANICO
262 WILLIAMS LANE

745 Swan River Road
Bigfork, Montana 59911
(406) 837-3061

September 19, 1995

VIA FAX # 406-444-7643

Mr. Marvin Dye
Director of Transportation
Montana Highway Department
2701 Prospect
Helena, MT 59620

Dear Mr. Dye:

As a long time visitor to the Flathead Valley and as a new resident, I want you to know my position on the Swan River bridge.

I support the Muth plan and strongly oppose the alternatives.

The existing bridge, as rehabilitated under the Muth proposal, preserves an important landmark (which ties appropriately into the nature trail) while still providing modern vehicular and pedestrian requirements.

It is also less expensive.

The Muth proposal is the intelligent cost effective choice.

Very truly yours,

James S. Taylor

cc: Brazds
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Marshik
Kolman
MZ

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ENVI

MONTANA DEPARTMENT OF TRANSPORTATION

Project: Swan River Bridge (West of Ferndale)
Project Number: BR 9015(11)
Control Number: 1132

You are invited to make your comments on this form and leave it with the meeting officials or take it with you and mail it to Jim Weaver, District Administrator, PO Box 7039, Missoula, MT 59807-7039 by September 22, 1995.

Please indicate your name, address and affiliation (if any) below. Thank you for your interest and comments on this project. Feel free to use the back and/or additional sheets of paper if necessary.

NAME AND ADDRESS: Donna P. Gordon 230 Williams Lane
Bigfork, MY 59911 (406) 837-6806

COMMENTS: I strongly support the Muth Rehabilitation Plan for the Swan River Bridge (West of Ferndale) because: A single lane bridge is not only adequate, but desirable to serve the Swan River Road area which is 98% residential and under the zoning will remain residential. This plan incorporates a pedestrian walk way that ties into the Swan River Nature Trial and also services the many who fish from the bridge. It keeps the charm of the old bridge while providing a 36 ton limit which allows access to all emergency vehicles and meets the state requirements. The cost is approximately $100,000. less than a new bridge AND does not disturb the area wet lands nor the boat/swimming access

Donna P. Gordon

cc: Flathead County Commissioners
Marvin Dye

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SEP 20 1995
VIROMENTAL BUREAU

Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

KALISPELL, MT 59901
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Swan River Road,
Bigfork, Mt. 59911
1063

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P. O. Bx. 201001
Helena, MT. 59620-1001

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

Please implement the Muth proposal and save us $100,000.00

Roberta J. Luke
155 S. Ferndale Dr.
Big Fork, MT 59911 837-2776

I want to endorse the MUTH plan to save the Swan Bridg

My reason is simple — it's the most economical plan proposed and still meets all requirements.

James R. Rogers & Sandee Rogers
P.O. Box 5196
Swan Lake, MT.
59911-5186

Phone #406-886-2351

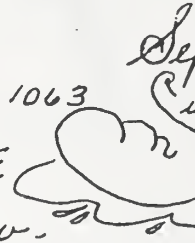
Swan River BRDG 5/18/95

Just to let you know I support the MUTH plan for rehabing the bridge — This plan would have the least social environmental impact —

Bill Lischer
056 Crane Mtn Rd
Bigfork, MT 59911
406-253-4545

Sept. 18-199

1063 Swan River R
Bigfork, Mt 59911



Dear Mr. Dye,

Mr. Muth's plan to save our OLD SWAN RIVER BRIDGE seems practical & money saving to me. It's a plan to satisfy everyone.

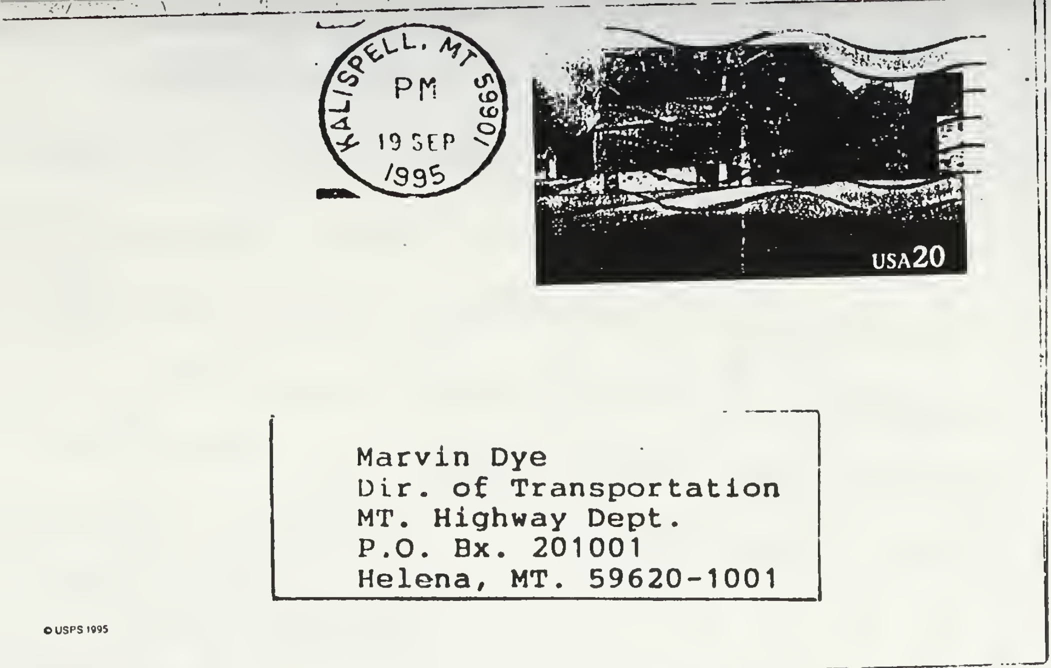
Why must we (so often) destroy the old, to make way for the new? - - - Especially when the old can be repaired & made entirely useful again.

I've lived on this road almost 25 yrs. & it is part of my life & my g. kids call it "Grandma Bridge". It is OUR BRIDE, OUR HERITAGE - Pleas save the SWAN RIVER BRIDGE

Sincerely,
Anna Mae Carver

The BRID

PH.(406) 837-6709



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MT. Highway Dept.
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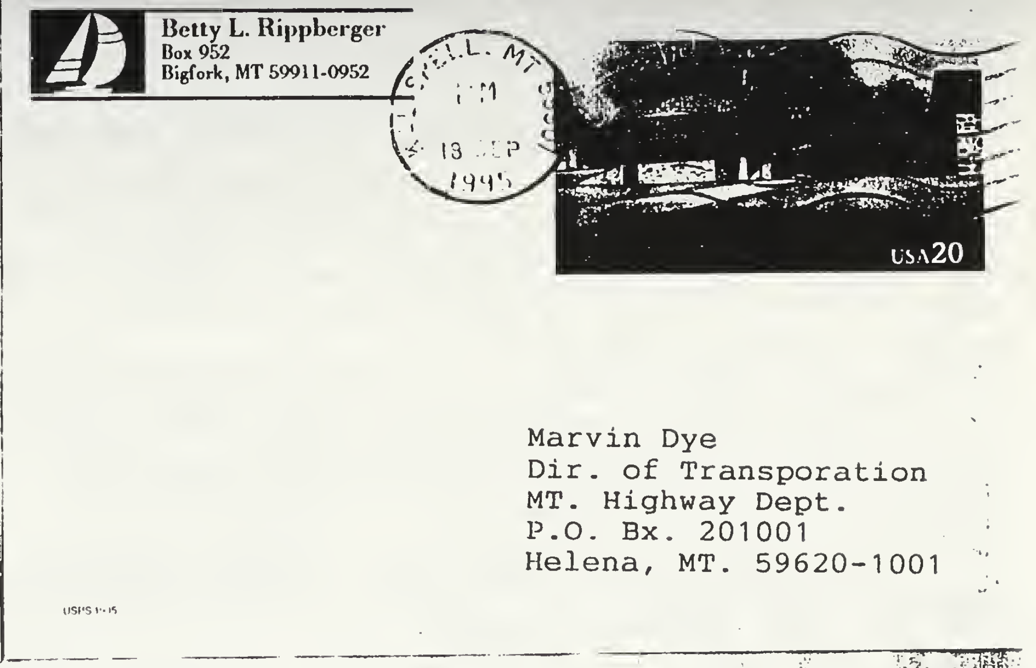

Betty L. Rippberger
Box 952
Bigfork, MT 59911-0952

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Marvin Dye
Dir. of Transporation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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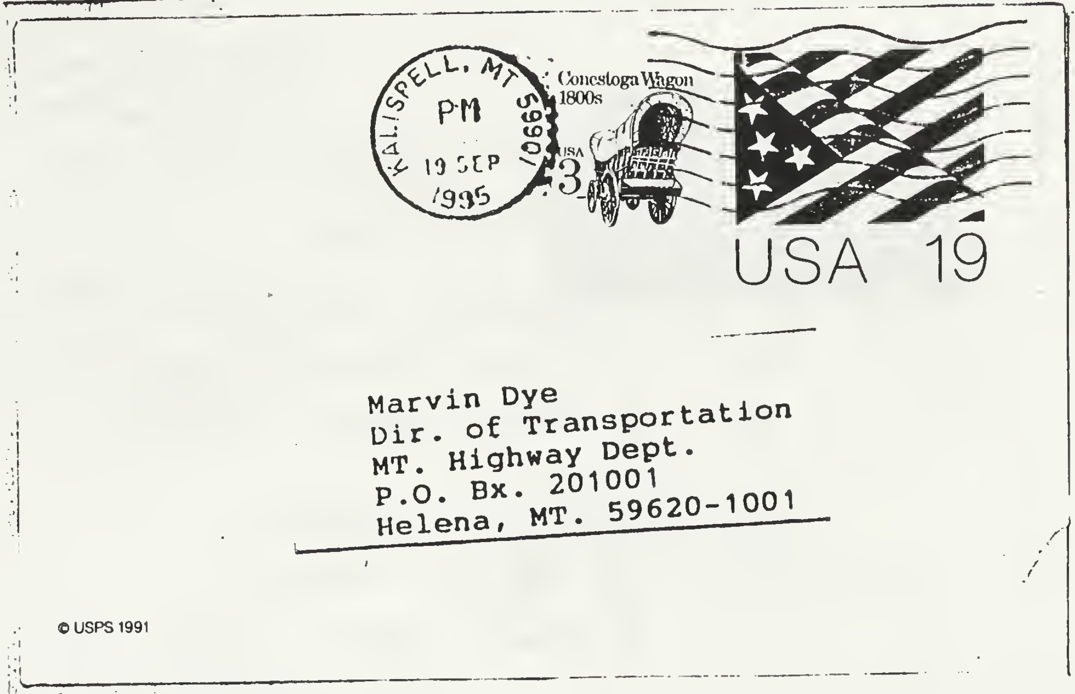

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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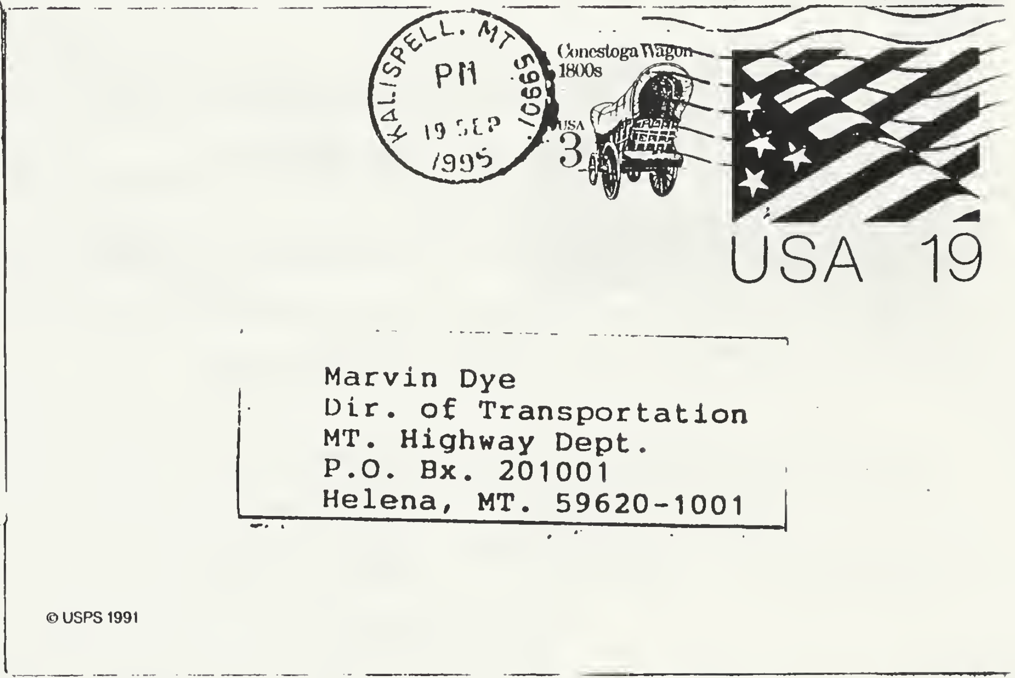

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Conestoga Wagon
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Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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Marvin Dye,
Director of Transportation
MT, Highway Dept.
Helena, MT.

Dear Mr. Dye,

I am writing to ask you to join me and many others in endorsing the use of the Muth plan to rehabilitate the existing bridge over the Swan River near Bigfork. The bridge is needed for the use of emergency vehicles, and other heavy-duty traffic that the Muth plan would provide for.

This bridge needs to be saved to preserve its historical contributions to future generations as well as being an extension of the Nature Trail. Since it is listed in the Historical Registry, let's preserve it in it's beautiful setting for all to admire and be proud of. Thak you!

If you need to contact me,
Betty L. Rippberger 837-6640 Betty L. Rippberger
P.O. Box 952, Bigfork MT 59911

I favor the MUTH rehabilitation plan to save the Swan River bridge. I want the bridge saved because of the beauty of the setting, less money spent, & because I don't want to encourage more traffic on Swan River Road. Thank you!

Sharon L. Kinman
173 Williams Lane
Bigfork, MT.
837-6904

I want the MUTH Rehabilitation Plan to save the Swan River Bridge.

I want the bridge saved because of the higher taxes a new one would bring and it is a part of Swan River history

Warren Holman
190 Swan Retreat
Bigfork MT 59911

9-18-95

I want the MUTH Rehabilitation Plan to save the Swan River Bridge

I want the bridge saved because of the higher taxes a new one would bring and it is a part of Swan River's history.

Audrey I Holman
190 Swan Retreat
Bigfork, MT 59911

9-18-95

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P. O. Bx. 201001
Helena, MT. 59620-1001

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Dir. of Transporation
MT. Highway Dept.
P.O. Bx. 201001
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Al & Garene Cochrane
21569 East Shore Rte.
Bigfork, MT 59911-7216

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Marvin Dye
Dir. of Transporation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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Skousen
PO Box 1716
Bigfork MT
59911

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

USPS 1995

I urge you to please keep our bridge by considering the MUTH plan.

Karrie Bolivar
255 S. Ferndale Dr
Bigfork, MT 59911
(406) 837-1313

Box 866 Bigfork, MT 59911

Regarding the MUTH Rehabilitation pla
to save Swan River Bridge....
We would like to see it restored, or
used as an extension for nature trail
A concrete bridge (new) would only promo
faster speeds - already a problem for th
neighborhood. In fast growing areas it
easy to dump the old + regret it later.
Character is hard to come by these days

17Sept95 Sandy Early

406.837.4183

Dear Mr. Dye:

My husband & I support the Muth plan for the Bigfork Bridge.

People around here really care that this bridge is preserved.

Thanks

---

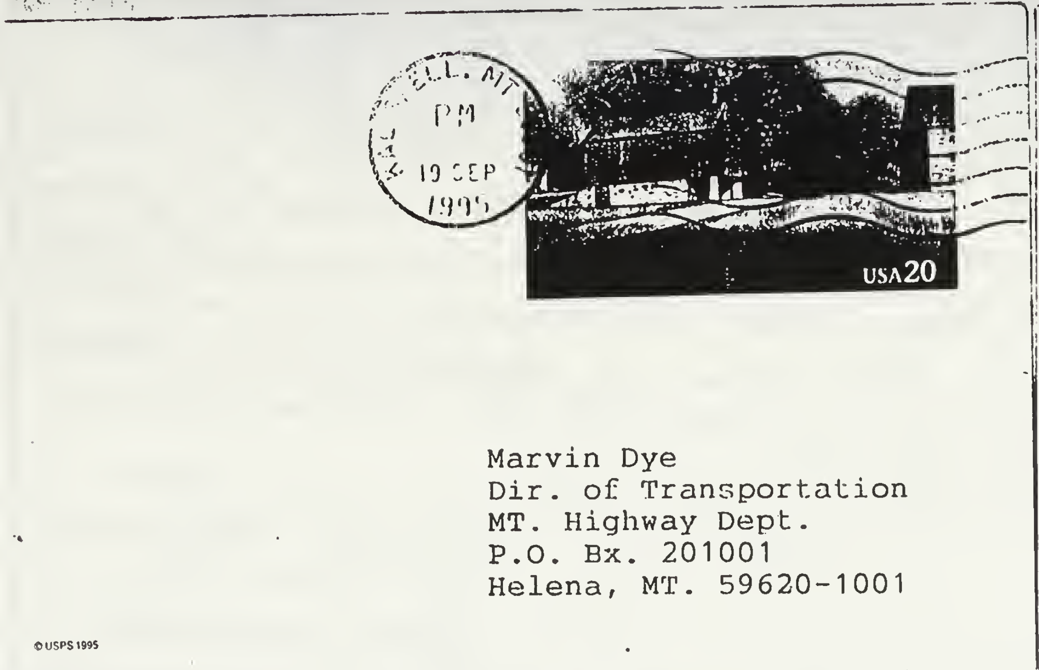
18 Sept. 95

Dear Mr. Dye

I think the MUTH Rehabilitation plan is the right plan to preserve the Swan River Bridge as an adjunct to our Swan River Nature Trail.

I would not support this plan if I didn't believe it would meet emerging requirements in the most economical manner

Al Cochran



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MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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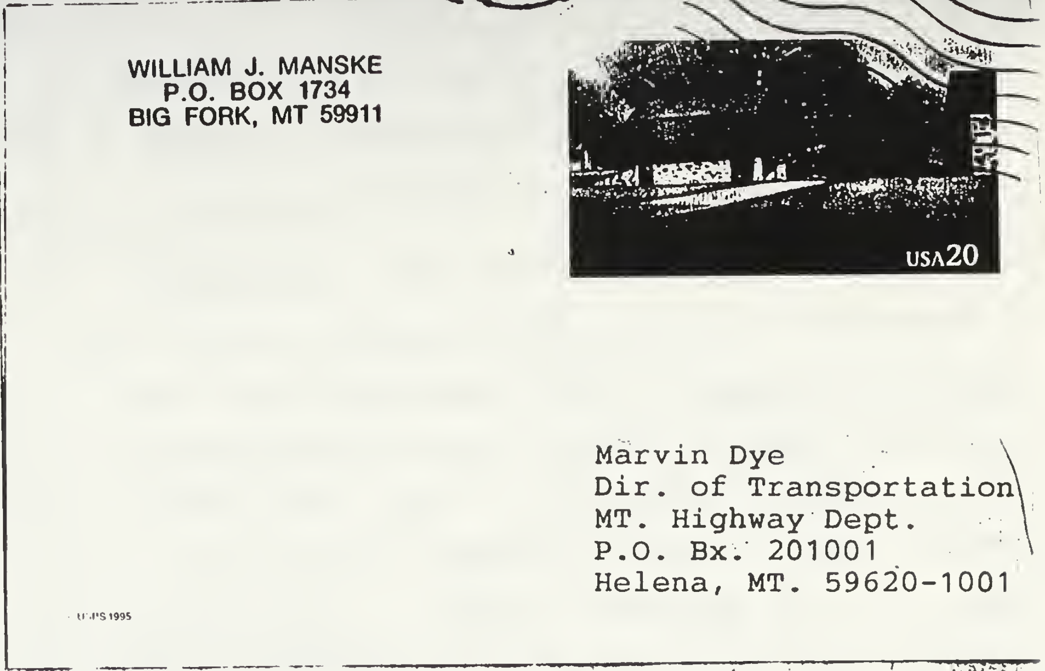

WILLIAM J. MANSKE
P.O. BOX 1734
BIG FORK, MT 59911

USA20

Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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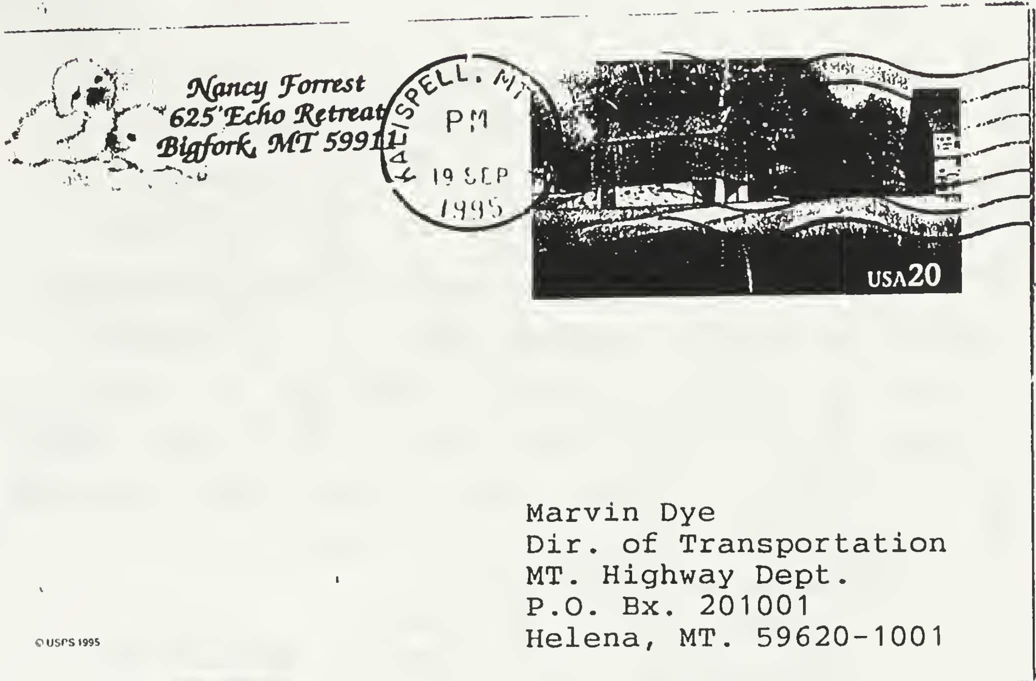

Nancy Forrest
625 Echo Retreat
Bigfork, MT 59911

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Dir. of Transportation
MT. Highway Dept.
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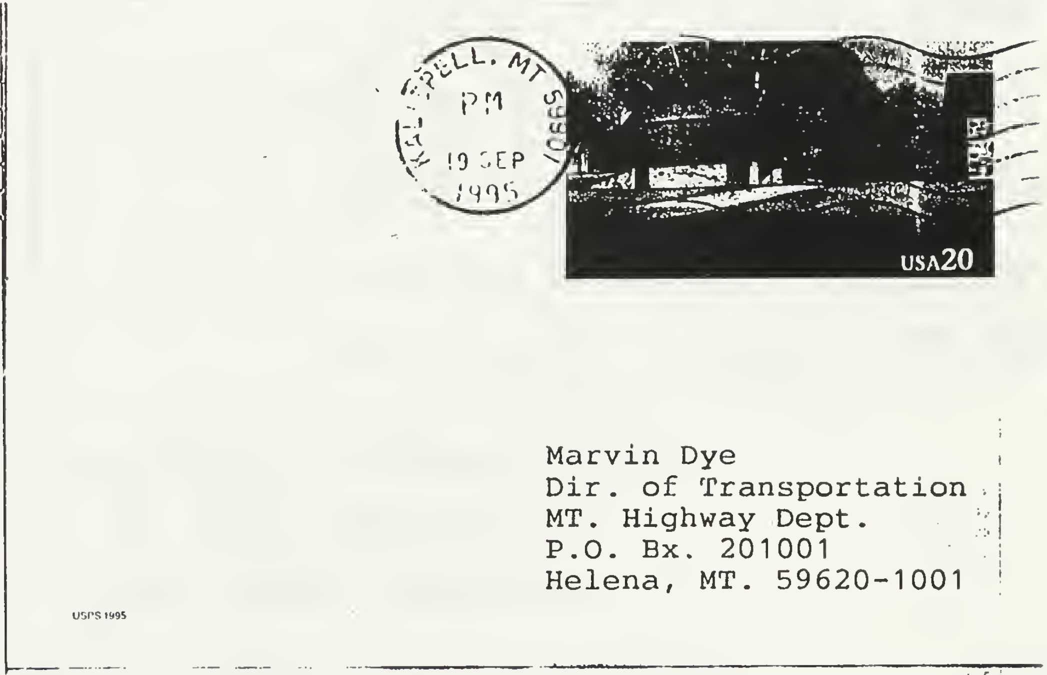

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

USPS 1995

FIRMLY SUPPORT THE MUTH PLAN FOR THE EHABILITATION OF THE EXISTING BRIDGE BRIDGE PROJECT #BR 9015 (11), CONTROL #1132. THINK THE OLD BRIDGE IS BEAUTIFUL HISTORICAL (LIKE COVERED BRIDGES IN EASTERN US) MUST BE SAVED. THE RENOVATION TO THE XISTING BRIDGE WILL MEET EMERGENCY + TATE REQUIREMENTS... AND FOR LESS IONEY THAN A NEW BRIDGE! SOUNDS IKE A NO BRAINER TO ME. SINCERELY

Will [illegible]

9/11/95

I am writing in Concern of saving the Swan River Bridge. I am in favor of the "Murth Plan" and would like to keep this landmark. I am a '54 yr. Old native of Bigfork and hate to see all of our history destroyed. (and beauty)

Elaine Hopkins
1859 Swan Hwy.
Bigfork, MT. 59911

I urge you to please help s keep our bridge at erndale by considering The Muth plan. Thank you

James E. Meyer
2345. Ferndale Dr.
Bigfork, MT. 59911
837-6136

As a citizen & tax payer I would like to see the Swan River Bridge Restored. As it is one of the few remaining historical features left in Big fork. This Part of montana History Should remain. I am for the muth plan for Rehabilitation of the existing Bridge. It also makes good Sense to save the Tax dollars of building a new one when this one can be Restored for much less!

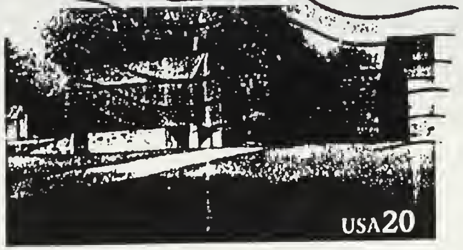
Nancy Forrest
625 Echo Retreat
Big fork. Mt 59911 837.1550

KALISP[illegible]T 59901
PM
19 SEP
1995

DEAR SIRS:
I AM FOR SAVING
THE SWAN RIVER BRIDGE
I AM FOR THE MUTI PLAN

THANK YOU

DONALD GEE
RT 1 MEADOW CR RD
BIGFORK, MT 5911



Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P. O. Bx. 201001
Helena, MT. 59620-1001

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E Johnson
20 Swan Hill
Bigfork, MT
59911

KALISPELL, MT 59901
PM
18 SEP
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Dir. of Transportation
MT. Highway Dept.
P. O. Bx. 201001
Helena, MT. 59620-1001

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Marvin Dye
Dir of Transportation
Mt. Highway Dept
Bx 201001
Helena, MT. 59620-1001

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Please only ~~all~~ alow for repairs on the Old River Bridge. The need for a new one is not there and will only take away the Historic & Scenic Value.

The Johnsons

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SEP 20 1995
ENVIRONMENTAL BUREAU

Please adopt the Muth plan to preserve the present character of "our" bridge.

Not only do I consider this plan to be a solution to comply with necessary requirements but I see no reason to spend tax dollars above what is necessary.

This community loves using this area as a gathering of friends & family. Please don't allow progress rob us of these simple pleasures of a community.

Susan L. Inman
165 Williams Lane
Bigfork, MT.
Sept 19, 1995

SEP 20 1995
ENVIRONMENTAL BUREAU

9/17/'95

MASTER FILE COPY

We totally support the Muth rehab plan to restore the Swan R. steel bridge. It's criminal to tear down old works of Art that can be restored and used. We should be looking for ways to save, not adding to the burden of tax payers.

Keep the bridge—

Betty L. Hutchison
Wm. Hutchison

Ph. 837-5718
1194 Swan Hill Dr. Bigfork, Mt.

We support the Muth Rehabilitation Plan in preserving the old Bridge.

Judy Ford (homeowners at Echo Lake)
Philip Ford (landowner Swan Hill)
Sept 17, 1995

Present address:
1527 6th St.
Havre, Mt. 59501
Ph - 265-5270

BIGFORK DEVELOPMENT COMPANY

A PATTERN FOR PROGRESS
P.O. BOX 486 — BIGFORK, MONTANA 59911

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SEP 19 1995
MT. [illegible]

September 15, 1995

Marvin Dye
Director of Transportation
Montana Highway Department
P.O. Box 201001
Helena, MT 59620-1001

Re: Swan River Bridge Replacement/Rehabilitation (West of Ferndale)

Dear Mr. Dye:

As you may know, the Bigfork Development Company ("BDC") is a not-for-profit civic organization which has been responsible for and supportive of community enhancement projects in the Bigfork area for more than 25 years. The BDC has a community based membership in excess of 200 individuals and businesses.

The purpose of this letter is to express the BDC's views regarding the replacement/rehabilitation of the Swan River Bridge. We favor rehabilitation of the existing bridge under the Muth proposal for the reasons listed below:

- Like many Bigfork residents, we believe that historical preservation is an important part of any community and has special importance and significance to a small community such as Bigfork. Obviously, if the existing bridge is removed, the historical aspect of it and the effect it has on the surrounding scenery will be lost forever.

- The Muth proposal includes adding a pedestrian walkway to the existing bridge which would be a natural extension of the Swan River Nature Trail which we are currently developing on the north side of the Swan River. As part of Pacific Corporation's relicensing of the Bigfork Hydroelectric Plant with the Federal Regulatory Energy Commission (FERC), we have already discussed with Pacific Corporation the possibility of extending the nature trail to the south side of the river which would create a loop back to Bigfork. If Pacific Corporation should approve our request for a nature trail on the south side of the river, a pedestrian walkway on the bridge would create a vital link at the east end of the trail between the north and south sides of the river.

- We are aware of the safety issue, that is, the accessibility of emergency vehicles (fire trucks, ambulances, etc.) to the residents in the Swan River Road area. We believe that in the interest of safety, a good rehabilitated bridge with a load limit of 36 tons (as provided under the Muth proposal) is phenomenally better than the existing bridge with a 3-ton limit or no bridge at all if the process is further delayed. Given the fervor of some of the individuals whc are in favor of rehabilitating the existing bridge and who are adamantly against building a new bridge, any decision to dismantle and replace the existing bridge would most likely be met with stiff and continued opposition. As such, the whole process could be stalled for many more years with lawsuits and legal maneuvering, in which case there would continue to be a very weak bridge, one that cannot be used by emergency vehicles. Indeed, this could cause grave safety concerns to the residents in the Swan River Road area. Notwithstanding that the Bigfork Fire Department has recommended a two-lane, 40-ton load limit bridge, a single lane, 36-ton load limit bridge is certainly preferable to what currently exists and surely would carry most types of fire trucks and other emergency vehicles. Furthermore, as stated on page iv (copy enclose) of the MDT's Environmental Assessment and Programmatic Section 4(f) Evaluation, the new bridge options (Options C, D and E) also have a 36-ton load limit, the same as the Muth proposal. Accordingly, regarding safety, no preference should be given to the new bridge options based solely on the load limit. In summary, we believe the Muth proposal is more likely to be accepted by the community in general, without involving significant further delays. As such, rehabilitating the existing bridge under the Muth proposal would most likely be completed years sooner than construction of a new bridge (assuming a new bridge would ever be constructed) thereby providing emergency vehicles a more direct route to the residents in the Swan River Road area than they have had for many years. With the issue of safety in mind, we believe the Muth proposal is a viable option for the reasons stated above.

We would appreciate you taking our views into consideration in making your decision regarding the replacement/rehabilitation of the Swan River Bridge. As with all decisions you must make of this nature, we realize you must weigh all the issues and make the decision which you feel best serves all the parties involved. We wish you the best in this endeavor.

Sincerely,

Walter Kuhn, President
Bigfork Development Company

WK:lll

cc: Flathead County Commissioners

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P. O. Bx. 201001
Helena, MT. 59620-1001

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P.O. Box 2290
Bigfork, MT 599[illegible]

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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I support the MUTH rehab plan to save the Swan River Bridge. I want the bridge saved because at 24 I cannot grasp the ways of the people & land before me without such landmarks; nor can I show the young who follow. In this instance economics do not argue with this wish.

Ali Holtzapple 857-3574
P.O. Box 299
Somers MT
59932

Thanks.

I endorse the Muthplan for the following reasons:

1. Preserve this historic bridge in its unique and beautiful setting. Save this part of our Montana history for the enjoyment of future generations
2. Provide an extension of the Swan River Nature Trail for the enjoyment of hiking, fishing, biking and the simple appreciation of natural Beauty.
3. This is the most economical plan proposed to provide an adequate bridge.

Denise Taylor
745 Swan River Rd. (406) 837-3061
Bigfork, MT 59911

LARRY CLAYTON, D.D.S.
P.O. BOX 335
100 VILLAGE LANE
BIGFORK, MONTANA 59911

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SEP 22 1995
MT. D [illegible]

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SEP 22 1995
MT. DE [illegible]

September 19, 1995

County Commissioners:

Please adopt the "Muth" rehabilitation plan to save the Swan River Bridge. Adoption of this plan would preserve the present character and esthetic value of the bridge, provide a pedestrian walkway, meet emergency and construction vehicle requirements while complying with state requirements as outlined by Jim Weaver, MT Dept. of Transportation.

In addition to being an economical, practical solution it will preserve this unique recreational gathering place for future generations. It is our responsibility to preserve the quality of life we all treasure here in the Flathead Valley in general, and Bigfork in particular.

Thank you,

Larry Clayton

LARRY CLAYTON, D.D.S.
P.O. BOX 335
100 VILLAGE LANE
BIGFORK, MONTANA 59911

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SEP 25 1995

September 19, 1995

SEP 22 1995

County Commissioners:

Please adopt the "Muth" rehabilitation plan to save the Swan River Bridge. Adoption of this plan would preserve the present character and esthetic value of the bridge, provide a pedestrian walkway, meet emergency and construction vehicle requirements while complying with state requirements as outlined by Jim Weaver, MT Dept. of Transportation.

In addition to being an economical, practical solution it will preserve this unique recreational gathering place for future generations. It is our responsibility to preserve the quality of life we all treasure here in the Flathead Valley in general, and Bigfork in particular.

Thank you,

Jo Clayton

FAX FROM RE/MAX

RE/MAX OF BIGFORK
CORNER OF HIGHWAYS 35 & 209
P.O. BOX 725
BIGFORK, MT 59911
PHONE: (406) 837-5531
FAX: (406) 837-5169

RECEIV
SEP 25 1995
PUBLIC AFFAIR

FROM: Dara Sharpe

TO: Marvin Dye

FAX NO. 1-406-444-7643

COMPANY: Director of Transportation

PAGES: 1

SUBJECT: SAVE THE BRIDGE

MESSAGE:

I WANT THE MUTH PLAN TO SAVE THE SWAN RIVER BRIDGE

I want the Bridge saved becauseit is one of the few places left in Bigfork where small boat access is possible, rafters can finish their trip down the swan river and kids can learn to swim and fish while providing a single lane crossing that reflects Bigfork as a Village not a City! I was raised on Swan River and I LOVE our Bridge!

Connie Gunderson
P.O Box 414
Bigfork Mt 59911

Dara Sharpe
286 Williams Lane
Bigfork, MT. 59911
(406) 837-0063

RECEIVED
SEP 25 1995
PUBLIC AFFAIRS

FAX FROM RE/MAX

RE/MAX OF BIGFORK
CORNER OF HIGHWAYS 35 & 209
P.O. BOX 725
BIGFORK, MT 59911
PHONE: (406) 837-5531
FAX: (406) 837-5169

FROM: Tom Brown

TO: Marvin Dye FAX NO. 1-406-444-7643

COMPANY: Director of Transportation PAGES: 1

SUBJECT: SAVE THE BRIDGE

MESSAGE: Please save the bridge - I emphatically request the bridge be saved & revitalized as close as possible to it's present appearance. We all live here for the surroundings - it is an important part of our ambiance & doesn't need to be replaced.

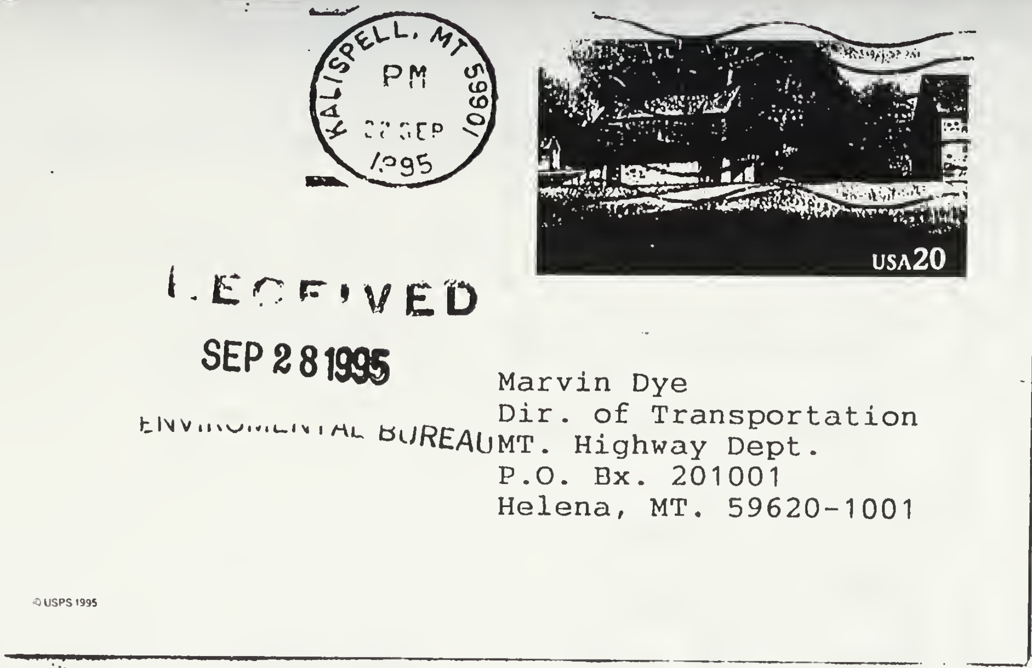
Thank you -
Tom Brown
Box 557
Bigfork, MT 59911
857-5593

RcvD 9/27/95
ENV. Services

Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

I am deeply concerned with
saving the Swan River Bridge !!
I want the Math Rehabilitation
Plan to go into effect, The reason
I feel as I do is because this
Bridge is part of our heritage.
We have no need for a 2-lane
bridge. If the present bridge had
been properly maintained through
the years there'd be no need for
this conflict.

Therese L Smith
250 Swan Retreat Rd.
Bigfork 5-9911



KALISPELL, MT 59901
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22 SEP
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SEP 28 1995
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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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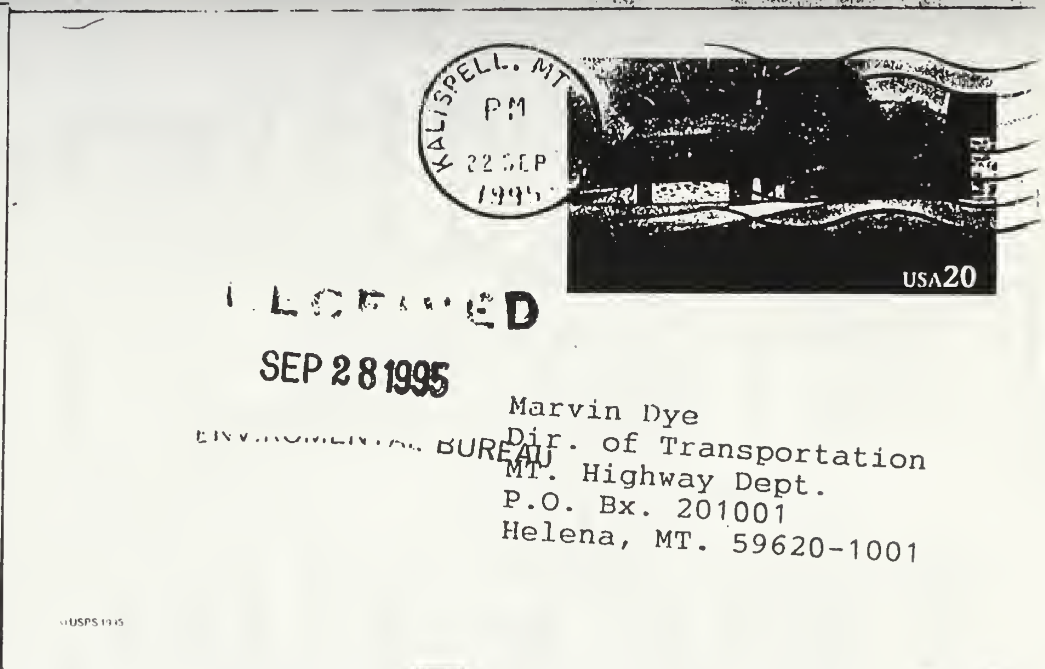

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
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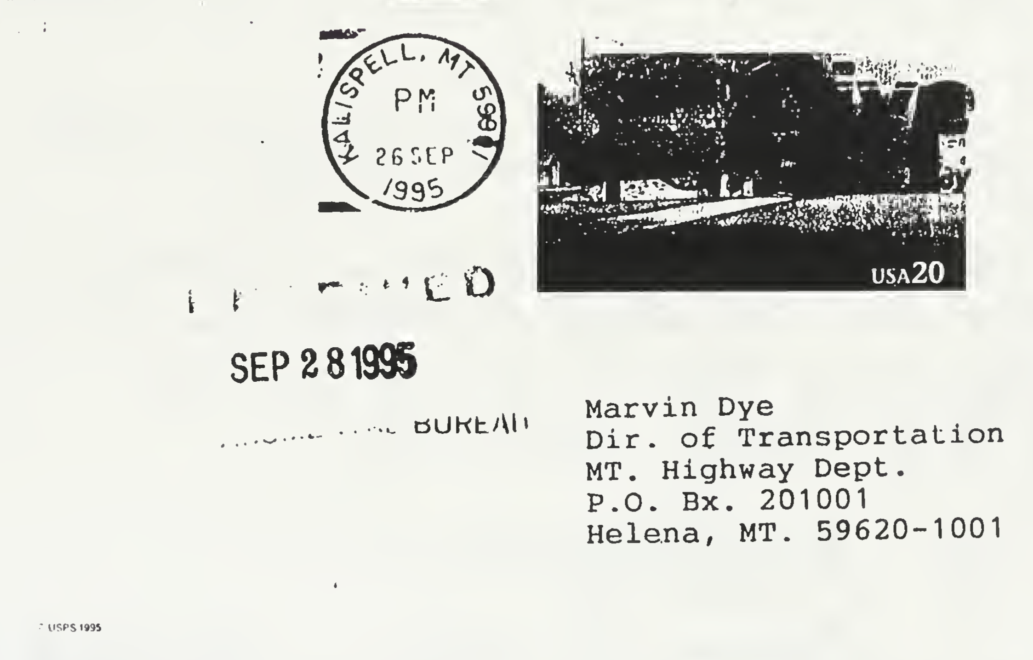

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Dear County Commissioners & State Dept of Transportation:

We Endorse the MUTH plan for rehabilitation of the existing Bridge - (Project # BR 9015 (11) Control # 1132)

Thank you!

Ralph & Mary Ann Smith
Box 721 Bigfork MT 59911 837-2053

Dear County Commissioners & State Dept of Transportation:

We endorse the MUTH plan for the rehabilitation of the existing Bridge - (Project # BR 9015 (11) Control # 1132

Ed & Nancy Smith
East Shore Route
Bigfork MT 59911 982-3491

Dear Marvin,

Preservation of an artform, nostaglic value and why not save those beautiful Steal Beams. I support the Muth Plan. Bruce Collins

#5 Wild Grape Court
Kalispell MT 59901

I want the MUTH Rehabilitation plan to save the Swan River Bridge.

I want the bridge saved because we like the way it looks as it fits into the visual scene of our Bigfork community.

Susan Schoonover
P.O. Box 1542
Bigfork MT 59911 9-10-95

cc: Brazdy
marshik
Kolman
Marron
M2

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MONTANA DEPARTMENT OF TRANSPORTATION

Project: Swan River Bridge (West of Ferndale)
Project Number: BR 9015(11)
Control Number: 1132

You are invited to make your comments on this form and leave it with the meeting officials or take it with you and mail it to Jim Weaver, District Administrator, PO Box 7039, Missoula, MT 59807-7039 by September 22, 1995.

Please indicate your name, address and affiliation (if any) below. Thank you for your interest and comments on this project. Feel free to use the back and/or additional sheets of paper if necessary.

NAME AND ADDRESS: Anne Morley, P.O. Box 5147
"Save the Bridge" Swan Lake MT 59911

COMMENTS: My husband Greg & I want the MUTH Bridge Restoration & Rehabilitation proposal. This is the cheapest, most environmentally sound & community friendly proposal. We attended the winter meeting and I attended the Sept. '9 meeting in Bigfork to hear your presentation of the project.

Thank you Anne Morley
Greg Morley

ECEIV

SEP 29 1995

SEP 22 1995

Neal A. Brown
560 Wolf Cr. Dr.
Bigfork Mt. 59911

September 20, 1995

Marvin Dye, Director
Montana Department of Transportation
2701 Prospect Avenue
P.O. Box 201001
Helena Mt. 59620-1001

RE: Public Comment on Bridge 9015(11) (Kearney Rapids Bridge), (Control Number: 1132), and the Draft Environmental Assessment dated August 3, 1995.

Dear Mr. Dye:

The present EA is ridden with mistakes and misinformation.

1. The Kearney Rapids Bridge is so named and spelled for the first homesteader on the banks of the Swan River at this location. The signature on the title of that homestead is written Joseph Kearney. A copy of that title can be found at the SHPO archives in Helena or at the Flathead County courthouse.

2. The first 36 pages of the document are numbered, the succeeding pages are not. This makes reference to all appendices,except Appendix A, very difficult. I have never seen an EA prepared in this manner before.

3. II. Purpose and Need. D. Traffic Page 6 Line 7
The EA reports 837 vehicles in one day but does not report prior and subsequent counts for other days. There is strong reason to believe that the 837 count happened during White Water Days, a kayaking festival.

To not include the entire traffic report in the appendix is a major oversight. To make a projection for the year 2013 from one elevated traffic count is deceptive.

4. The EA includes a letter from William F. Wright, Kalispell Unit Manager, Northwestern Land Office, Department of Natural Resources and Conservation, dated July 27, 1995. Mr. Wright states, "The DNRC does not have any present or planned usage covered under Section 4(f) of the Department of Transportation Act (49 U.S.C. 303)."

Mr. Wright is incorrect. The footprint of the National Historic Site of Kearney Rapids Bridge includes two cribs constructed of logs filled with rocks. They are located directly upstream from the Kearney Rapids Bridge and rest on the river bottom. They are under the administrative jurisdiction of DNRC. The cribs are of historical significance as they were used to aid the flow of logs under the Kearney Rapids Bridge during the years 1914-1920.

DNRC has 4(f) responsibilities to those rock and log cribs. Both alternative D and Alternative E will eliminate one if not both of the rock cribs.

DNRC must address the legal responsibilities to this National Historic Site before alternative D or E can be accepted as a viable design.

5. The "Nationwide" Programmatic Section 4(f) Evaluation for Historic Bridges included in this EA is incorrect.

a. On Page 2 under 2.a) the form is incorrectly marked with an x under the "yes" column. The correct answer is "no".

b. On page 3 under 2.b) the form is incorrectly marked with an x under the "yes" column. The correct answer is "no".

c. On page 3 under 2.c) the form is incorrectly marked with an x under th "yes" column. The correct answer is "no".

d. On page 3 following 2.c) the question is asked, "Are these rehabilitation ALTERNATIVES therefore considered to be feasible and/or prudent based on the preceding evaluations?" The form is incorrectly marked "no". The correct answer would be "yes". This "yes" response is in a box and requires additional information and may result in an"Individual" evaluation/statement.

I duly request that an "Individual" Evaluation/Statement for Historic Bridges be prepared for the Kearney Rapids Bridge before acceptance of alternatives C, D, or E.

It is my conclusion that the forementioned issues should be included in this EA.

In addition please note that a great deal of the environmental information is "dated" and may require revision to assess the impacts on both Westslope Cutthroat Trout and Bull Trout.

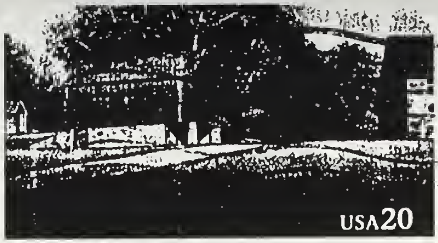
The Bigfork community has a tourist based economy that values its historic heritage. There is broad community support for the rehabilitation proposal by Mr. Muth. His proposal brings this bridge into structural compliance for current weight loads and provides a pedestrian walkway, plus it retains the historic viability of the present structure. Alternative B-MUTH meets the needs of the Bigfork community, the State of Montana and the financial frugality demanded by today's tax paying public.

Thank you for considering my comment.

Sincerely
Neal A Brown
Neal A. Brown

c.c.
Joel M Marshik P.E.
Environmental Service Manager
Montana Department of Transportation

Jim Weaver
District Administrator
Montana Department of Transportation



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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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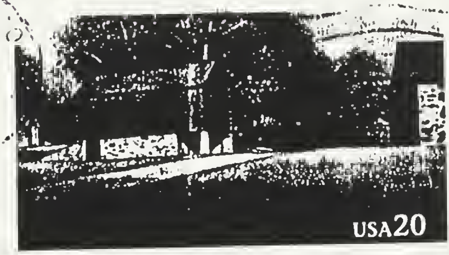

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OCT 3 1995

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P. O. Bx. 201001
Helena. MT. 59620-1001

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DR. & MRS. ROBERT EDGAR
15641 E SHORE RT
POLSON, MT 59860

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1995

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OCT 3 1995

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

Dear Mr Dye —

Please consider the MUTH rehabilitation plan to save the Swan River Bridge near Bigfork. It is picturesque and apparently serves the residents who live on Swan River Road and is accessible to many service workers.

Thank you —

Al and Kathy Quist
Quiet Cove 2 #203
370 Bridge St.
Bigfork, MT 59911

9/21/95

Dear Mr Dye,

we enclose the implementation of the MUTH plan for rehabilitation of the existing bridge. we wish to preserve a historic registry

Robert E Edgar

Dear Mr. Dye,

I would like to see the old swan bridge saved. It is a beautiful part of our Montana History. Under no circumstance do I want a "new" 2 lane bridge.

Thank you for considering my opinion.

John Snyder
Lots 176 & 177
Swan Sites 1st Filing
Lake County

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Marvin Dye
Dir. of Transportation
MT. Highway Dept.
P. O. Bx. 201001
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Marvin Dye
Dir. of Transporation
MT. Highway Dept.
P.O. Bx. 201001
Helena, MT. 59620-1001

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OCT 12 1995
DEPT. OF TRANSPORTATION
DIRECTORS OFFICE

We at Electric Avenue Books feel the Muth Plan for saving the old Swan River Bridge is necessary

Electric Ave, Books

Electric Avenue Books
490 Electric Avenue
P.O. Box 1198
Bigfork, MT 59911

cc: Dave Breher

Please save the old Swan River Bridge – we love it. We favor the Muth Plan

Trish Tavenner
Box 310
Bigfork, Mt. 59911

cc. Dave Breher

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OCT 12 1995
MT. DEPT. OF

cc: Weaver
Joe Kolman
Dave Dreher
Joel Marshik
Boards mo

BIGFORK VOLUNTEER FIRE DEPT.
810 GRAND DRIVE
BIGFORK, MT 59911

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BUREAU

SEP 11 1995
COMMISSIONERS
OFFICE

September 8, 1995

Flathead County Commissioners
800 South Main Street
Kalispell, Montana 59901

Dear County Commissioners:

Written correspondance to your office on May 26, 1994 regarding the issue of the options in dealing with the Swan River Bridge, the Bigfrok Fire Department had outlined specifically some comments and recommendations based on gross vehicle weights, widths, wheelbase lengths and response times of our emergency fire apparatus. With the growing populations, increased travel, larger homes being built the need is definately apparent for adequate travel roads, bridges and the proper construction of such for now and for the future ahead. Roadways built to full 24' travel surfaces, bridges to accomodate vehicle weights in excess of 40 tons, and certainly the most economical, yet construction safe projects.

The Bigfrok Fire Department continues to support the new construction of a two-lane concrete bridge over the swan river. This would assure safe, expeditious, and adequate travel for all vehicles for years to come.

Again, we thank you for this opportunity to have input into this most important issue. Question, inquiries may be directed to the Fire Chief, Vern Childers at 837-4350 or 837-4590 (fax 837-4690.

Respectfully Submitted

Vern Childers
Fire Chief, BVFD

Vern Childers

cc: Joe Kolman
CC: 10/11/95 Joel Marshik ✓
C.J. ~~Dist Fi~~le
Jim Weaver
M2

Flathead County

Board of Commissioners

(406) 758-5503

Howard W. Gipe
Sharon L. Stratton
Robert W. Watne

800 South Main
Kalispell, Montana 59901
Fax (406) 758-5861

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November 2, 2995

Mr. James T. Weaver, District Engineer
Montana Department of Transportation
Missoula District
P. O. Box 7039
Missoula, Montana 59807

Re: Kearny Rapids (Swan River) Bridge
BR 9015 (11)
P. M. S. C# 1132

Dear Jim:

Please be advised that the Flathead County Board of Commissioners did meet this date, in regular session, and did, after reviewing all additional comments and information received, approve Alternate E with the addition of the three (3) foot walkway on the down-stream side of the bridge.

If you have any questions, please feel free to contact this office.

Sincerely,

FLATHEAD COUNTY BOARD OF COMMISSIONERS

Not Available for Signature
Howard W. Gipe - Chairman

Sharon L Stratton
Sharon L. Stratton - Member

Robert W Watne
Robert W. Watne - Member

cc: Charlie Johnson - Road Dept.

Jack Lingle - Bridge Dept.

Kearny Rapids (Swan River) Bridge File

Flathead County
Board of Commissioners

800 SOUTH MAIN STREET • KALISPELL, MONTANA 59901 • (406) ~~756-5650~~ 758-5503

DEC 19 1995

ENVIRONMENTAL BUREAU

BRIDGE BUR

December 11, 1995

Mr. Jim Weaver, District Engineer
Montana Department of Transportation
P. O. Box 7039
Missoula, Montana 59807

RE: Kearney Rapids Bridge (Swan River Bridge)

Dear Mr. Weaver:

The Flathead County Board of Commissioners reaffirmed the nomination of the proposed Kearney Rapids (Swan River) Bridge project on December 11, 1995. Our reasons are as follows:

1. The existing structure could no longer carry the modern loads. We wanted a structure that could carry these loads, plus one that would minimize maintenance needs for the life of the structure.

2. The area surrounding this bridge is growing in population, and we wanted a structure that could accommodate the growth over the life of the structure.

3. There are several road alignment concerns in the immediate area that could be corrected while work was being done on a crossing structure.

Basically, we want a structure that will reduce long-term maintenance requirements, that will carry anticipated development well into the next century, and will accommodate our citizens' needs for safety and utility.

Please contact our office if you have any questions regarding this matter.

Sincerely,
BOARD OF COMMISSIONERS
FLATHEAD COUNTY, MONTANA

Howard W. Gipe, Chairman

Sharon L. Stratton

Sharon L. Stratton, Member

Robert W. Watne, Member

FCBC:ecn

cc: MT Dept. of Transportation
2701 Prospect
Helena, MT 59620

Mr. Walter Kuehn
300 Bridge Street
Bigfork, MT 59911

Mr. Larry Brazda
MT Dept. of Transportation
P. O. Box 400
Kalispell, MT 59903-0400

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978

50th ANNIVERSARY OF WORLD WAR II

REPLY TO
ATTENTION OF

September 26, 1995

MASTER FILE
COPY

cc: Jim Weaver
Bridge
Preconstruction
Construction
Contract Plans

U.S. Army Corps of Engineers
1520 East 6th Avenue
Helena, Montana 59620

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SEP 27 1995
ENVIRONMENTAL BUREAU

Joel M. Marshik, P.E.
Environmental Services Manager
Montana Department of Transportation
2701 Prospect Avenue
P.O. Box 201001
Helena, Montana 59620-1001

Dear Mr. Marshik:

This is in response to your letter dated August 15, 1995, which requested our review of the Revised Environmental Assessment for highway project BR 9015(11), Swan River, P.M.S. C#1132.

Based upon the information provided, our comments are essentially the same as our letter dated November 18, 1993. It appears that adverse impacts that would result from any of the bridge construction alternatives is relatively small, however, the aquatic resources affected have characteristics that would justify mitigation. It is requested, therefore, that a mitigation plan be presented along with a Department of the Army (DA) application.

In reference to page 21, second paragraph, "...the amount of wetland area affected by the selected alternative will added to the MDT Wetland Ledger...". An approved mitigation plan will be required prior to DA authorization of a proposed project.

Thank you for the opportunity to comment on this proposed project. If you have any questions, please contact Doug McDonald at (406) 444-6670.

Sincerely,
Robert E. McInerney
Robert E. McInerney
Montana Program Manager

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MAR 22 1996

ENVIRONMENTAL

FEDERAL ENERGY REGULATORY COMMISSION
WASHINGTON, D. C. 20426

MAR 15 1996

MASTER FILE COPY

Project No. 2652-Montana
Big Fork Project
PacifiCorp

Joel M. Mashik, P.E.
Environmental Service Manager
Montana Department of Transportation
2701 Prospect Avenue
P.O. Box 201001
Helena, MT 59620-1001

Dear Mr. Mashik:

This is in response to your January 9, 1996 letter to our Portland Regional Office regarding repairs you are undertaking to a bridge on the Swan River at the Commission's Big Fork Project, FERC No. 2652. This letter was supplemented on January 22, 1996 by an environmental assessment and Programmatic Section 4(f) evaluation completed by your agency. In your letter, you requested that the Commission become a cooperating agency on your proposed repairs. You also requested information on any specific conditions or restrictions by the Commission or any present or planned proceedings that may be adversely impacted by the proposed repairs.

You describe the proposed undertaking as improvement of the transportation system on an "off-system" county road over the Swan River near Ferndale, Montana. You intend to improve the existing crossing for greater safety and adherence to highway standards with either a new structure or by rehabilitating the existing bridge.

We reviewed our files of the Big Fork Project and found there are no pending proceedings before the Commission which would affect your proposed work. The licensee is permitted under article 31 of its license to allow this work.[1] In requests of this nature, we expect the licensee to work with your agency, if needed, to facilitate the proposed work. This cooperation with our licensee would ensure that the scenic, recreational, and aesthetic values of the project are protected. As a result, we are declining your request to become a cooperating agency.

---

[1] Article 31 allows the licensee to convey right-of-ways across project lands for the replacement, expansion, realignment, or maintenance of bridges and roads for which all necessary State and Federal approvals have been obtained.

If you have any questions, please contact Heather Campbell at (202) 219-3097.

Sincerely,

J. Mark Robinson
Director, Division of Project
Compliance and Administration

cc: Mr. S.A. DeSousa
PacifiCorp
920 S.W. 6th Street
Portland, OR 97204

Appendix C: Public Meeting Comments

The following is a transcript of a Department of Transportation Public Hearing held in Big Fork.

The following Department of Transportation personnel attended the hearing:

Dave Dreher
Joe Kolman
Jim Weaver

AS

Montana Department of Transportation
Public Affairs Bureau

To: Karl Helvik - Environmental
From: Dave Dreher
Date: 10/30
Respond by:

☑ Information
☐ Attachments
☐ Initial

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☐ Preconstruction Engineering
☐ Assistant
☐ Safety
☐ Road Design
☐ Environment
☐ Hydraulics

☐ Rail Transit
☐ Traffic Engineering
☐ Consultant Design
☐ Public Affairs
☐ District Engineer(s)

Remarks: I just got back this morning and am trying to get distribution done on these today.

TRANSCRIPT

D. DREHER

Okay, we'll go ahead and get started. Good evening I'm Dave Dreher. I'm with the Department of Transportation Public Affairs Office out of Helena. Tonight also - apparently most of you know him from previous sessions, Jim Weaver the District Administrator from Missoula is also here, will do most of the presentation. So what we are going to do is discuss options for replacement or rehab of the Swan River Bridge West of Ferndale and the EA that's been released (the Environmental Assessment). Basic format of this meeting will be the presentation from Jim and then we'll have comments and questions. You see microphones here, we don't have to talk right into them they'll pick up what we've got. I'm taping it so that we've got a detailed record of what transpires tonight so that we can keep track of that. I heard some of you say that you assumed that this was a done deal. Well, it's true it's not a done deal as far as we know it and as far as we are concerned. I think Jim will probably mention that the Department doesn't even have a preferred alternative. We're just here to present the alternatives and get information out in front of you folks. Again, the recorder is on but don't feel that you have to talk into it or go into a mic or anything it'll pick you up just speak out a little bit so that everybody can hear and the mics will sure get you. If there are no questions on format or generality is what we are going to do tonight, I'll turn it over to Jim.

J. WEAVER

Thanks Dave. Well, I'm going to try to keep my presentation short so you folks have plenty of time to tell us what you think and maybe we can even go home early tonight. I thought I'd start with a real brief history of what's taking place to date, how we got to where we are at. The Department of Transportation started working on this project in 1987 when we started the surveys and the design process. We were doing mainly internal stuff, design, until about 1992 when I got word by the grapevine that there was some folks up here that were unhappy about us replacing the bridge so we came up in January of 1993 and held our first public hearing and it was at that hearing that we first heard the concerns about replacing the bridge, that there was a number of people who thought it was historic and thought we should rehabilitate the existing bridge rather than build a new one. So after that meeting we went back and looked at some costs, did some cost estimates of rehabilitating the existing bridge. The local folks hired some consultants and brought in some historical experts to do some of their own analysis of the bridge, we got some of that input and we wrote a draft EA which we put out in December of 1993, that fall. We came up in February 1994 and held another public hearing where we presented the results of those studies and the alternatives that included rehabilitating the existing bridge rather than just replacing it. In July of 1994, the bridge got added to the National Register of Historic Places and that required us to go back and revise our Environmental Analysis one more time, to assess the impacts on the historic bridge. At the same time, we also had a request from the County Commissioners to add an alternative that would build a new bridge along side the existing bridge so it could be left in place so we also added that alternative. Just a few weeks ago, the new revised Environmental Assessment was approved and distributed. We have copies of that available here tonight if anybody would like to look at it and read it. That's what we're here to discuss and take comment on tonight is the alternative that new Environmental Assessment so that we can move on towards making a decision. Before I start describing the alternatives I guess first of all let me tell you why we're here in the first place, the purpose and need of this project. In our opinion and the Department's Engineering opinion, the existing bridge is both structurally deficient and functionally obsolete. By structurally deficient it means it can't carry the load that it should carry, it's weak and in fact it was damaged here about a year ago and was even closed for a time because it was so weak. By functionally obsolete, I mean it is not wide enough, tall enough to carry the amount of traffic it is expected to carry. So for those two reasons we initiated a project to either replace the bridge or upgrade it to the satisfactory standard. We have studied six alternatives and I'll go through each of those very quickly. I've got them listed on this - this table comes right out of the Environmental Assessment so if you'd like to see it, it's also in there.

The first alternative is what we call the "No Build" and that's one that we're required by Federal Rules to study. It means really do nothing, leave it the way it is, no change. The old bridge remains in place. The historical integrity of that bridge of course - we don't do anything to it so it remains unchanged. There's no fill put into the river. There is no wetlands, no additional right-of-way, no trees to cut. The down side is that load rating remains the way it is at three ton or unless the county continues to maintain it - it may be closed again. It may go back to zero. I guess that depends on the action of county maintenance. Safety is bad in our opinion because the narrowness, the height restrictions and the curves on the end. We've identified a service life of zero, it may not be zero but it's obviously short unless the county continually puts money into it to maintain it at the level it's at. But to do nothing of course, costs us nothing. That's for free. Our Department Engineers looked at an alternative where we would rehabilitate the existing bridge. We would go in and fix it up as much as we can as much as is reasonable. That's what we call "Alternative B" in MDT Rehabilitation. The alignment of the bridge stays the same. The old bridge remains in place. We don't change the historical integrity of the bridge, it would pretty much appear to remain the way it is. There's no work done on the roadway, no wetlands, no additional right-of-way, no trees cut and if we rehabilitate it we could get the load rating up to 20 tons. Now that's not as high as we would like it to be, but it's certainly a lot better than what it is. The safety would remains unchanged. The alignment what you see out there is what you get. Our rehabilitation would have a life of say 15 to 25 years so in another 15 to 25 you're going to have to go in and do something again. Either replace it at that time or rehabilitate it again. The cost to get it up to this standard would be about $680,000. "Alternative C" is an alternative that was presented to us by a consultant that I think, I don't know if they were working with the local folks or if he volunteered his time but he presented us with a design and we looked at it and it does have considerable merit so we've included it, we've named it after the engineer that presented it and his name was Frank Muth.

The alignment of the roadway and the bridge of course remains unchanged. His plan was to build a truss within the existing truss and put a new concrete deck on it. In our opinion, that would have changed the historical - or would have compromised the historical integrity of that. So if we did that, the bridge would no longer be eligible for the National Register. Again, no fill would be placed in the river, no wetlands, no right-of-way taken, no trees cut. His design would increase the load rating up to 36 tons, which is our goal. That's a legal load - trucks can drive over. His safety is a little bit better because his plan added a walkway to the bridge. It's still a one way bridge, but we'd have a walkway. He estimated the service life at 50 years. In his cost estimate, and this is his number was $620,000. All right. So those are the two fix up the old bridge alternatives.

Early on, we were looking at a bridge that was significantly shorter than the existing bridge.

The existing bridge out there I think is 240 feet long. In order to save money, we looked at a shorter one. The idea was to put fill in the river bring the ends in and get by with cheaper alternatives - that's what we call "Alternative C". The old bridge would have been removed. Obviously would have gone to historical integrity is compromised. It would have required 3600 cubic yards to be placed in the river. Yards of embankment, dirt, rock. It would have required doing 35 hundredth of an acre of wetland, require some trees, would have life of 75 to 100 years. The safety would have been improved, because this would have been a new two-lane concrete structure and our cost estimate for that was about a half million dollars. This alternate has now been rejected. The resource agency, the Fish & Game and the folks that are charged with permitting and approving impacts to wetlands __________ weren't very crazy about this. The county commissioners also asked us to drop that so even though we've listed it, we are no longer seriously considering that alternative. We don't think we can get permits to do that.

The next one we call "Alternative D" which is a 290 foot bridge. This bridge would essentially be built where the existing bridge is so you would have to tear down and remove the existing bridge in order to accomplish "Alternative D". It means the road has to be closed during construction, the old bridge is removed, obviously if it's gone its historical integrity is compromised. This requires only 463 cubic yards of fill into the river vs. 3600 for "Alternate C". A tenth of an acre of wetland is filled in. We need 37 hundredths of an acre of new right-of-way on the south end of the bridge. We have to cut some trees. This again is a two lane new concrete bridge. It will carry 36 ton loads. The safety is significantly improved. We can fix the curve in the alignment on the roadway on the end of the bridge and it will have a life of 75 to 100 years. It's cost is $710,000.

The last alternative is an alternative that the county commissioners asked us to look at. It again is a new bridge, but it's built along side the existing bridge - just upstream. This allows us to leave the old bridge in place. You'd actually have two bridges out there. Okay. If you leave the old bridge in place although you have another bridge that effects the visual quality of it - it's historical integrity is not compromised. Again it requires 463 cubic yards of fill in the river, requires about a 10th of an acre of wetland to be filled or covered, requires more right-of-way, more trees to be removed. It is a brand new two lane concrete bridge so that

36 ton load limits, 75 to 100 year life and again the cost is about the same as building a new bridge. So really the only difference, the main difference is between these two alternatives is one allows you to leave the old bridge the other requires it to be removed. Let me talk a little more about leaving the old bridge in place, which is "Alternative E". The county commissioners who presently own, maintain and are responsible for that bridge have told us in no uncertain terms that if that old bridge is left in place somebody else will have to assume ownership, liability and maintenance responsibility for that old bridge. They don't want it. They take responsibility for the new one, but somebody has to take and assume responsibility for that old bridge. The Department of Transportation has a program where people can adopt bridges like that and in fact we will contribute the cost of tearing that old bridge down to whoever might want to own it and in this case we estimate that cost at $22,000 so if any group is willing to step forward and wants $22,000 on the condition that they maintain the bridge. The $22,000 has to be used to either rehabilitate it or move the bridge and they have to assume all responsibilities for it. Now we have an agreement and the terms under which if somebody's interested they can take that old bridge and we'd be willing to discuss that. I guess that's the conditions of "Alternative E". Somebody has to step forward and say I'll take the bridge. To date, I'm not aware that anybody has. So those are the alternatives we are considering tonight with the exception of C. The other five are on the table.

Our purpose tonight here is to answer any questions you might have on any of the alternatives and to take your comments. Now we're rapidly approaching decision time and we want to know what you think. After tonight what we intend to do is take all your comments, the public comment period on the environmental assessments is open until September 22 so we will take comments for about another month. When that period closes we intend to take - send a copy of the Environmental Assessment together with all the public input and send it back to the county commissioner and ask them for their recommendation. We'll take their recommendation and then it will go to the Highway Commission or the State Transportation Commission and it is they who will ultimately make the final decision. I think it is very unlikely that they would do anything different than what the county commissioners recommend. So, that's where we go to after tonight. We are rapidly approaching decision time.

D. DREHER Couple of quick things here. There are comment sheets that have an address and so forth by the sign up sheet. You're welcome to take those so that you can make written comments following this meeting and get them in to us prior to that September 22nd time frame. The comment sheet is simply for your convenience. It's got the address, it's got the space you can write on that you can write in a letter form or however you want to write it. The other thing you if you're asking questions or make any comments tonight, please state your name before the question or comment so that we've got that for the record and uh - oh if I didn't get you signed in - if I didn't get you signed in - please do sign in. There's signing sheets out on the table just outside the door. I use those to keep folks abreast of what's happening with the project.

J. WEAVER So now is your opportunity to ask questions. Tell us if your for or against the project, if you prefer one alternative over another - whatever the rest of the meeting is yours and we try to answer - okay ma'am.

MAGGIE Okay, well I have a list of questions. So, I'd rather just say them all at once. The first one I would like to know why the traffic count was taken on Whitewater weekend which is a weekend where the kyakers are transporting their kayaks up and down and going across the bridge so that's the weekend where the traffic flow would be highly increased as opposed to a normal weekend. I know one big concern of a lot of people was the ambulance, but if we go along with Muth's rehabilitation, I think 36 tons will definitely take care of that problem. I also would like to know the estimates, the cost estimates - just looking at the highway, well the project working on the highway, the traffic light out here, it seems to be no, nothing personal, but there seems like a lot of times things were running way over the estimate and finally, I'd like to ask why in any Environmental Assessments there was a comment made that a new bridge would allow traffic to move more quickly up and down Swan River Road. Swan River Road is a 3½ mile stretch that is residential, children - and this is why I got involved in this in the first place in 1988, but children ride their bikes up and down that road quite a bit. They ride their bikes to school in the spring and fall. There's no shoulder on the road and I just would like to know why there's such a need for the traffic to move quicker. Thank you very much and my name is Maggie Bailey by the way.

J. WEAVER Okay. So you're looking for answers or is that a statement.

MAGGIE	Uh, yeah you could give me an answer, if you want.
J. WEAVER	Okay, I'm not sure when the traffic counts were taken. We have a number of traffic counts. I don't if it's important to any of these designs. Our traffic projections were 300 to 400 cars a day. We found one traffic count over 800 and that may have been taken on Whitewater Weekend, I don't know that. Our original traffic projections were down to nearly 100 cars a day so we understand that there may be a large range of traffic. That's our answer. If we said that our purpose was to move traffic more quickly on the Swan River Road, if we say that in there that's not right, we are not doing anything with Swan River Road. We will not move or affect the speed of traffic on Swan River Road. Alternatives C and D which build a new bridge and the new approach road between the secondary highway and the Swan River Road will flatten those curves out a little bit. We have used what we call a design speed of 30 mph for the new bridge and the approaches. That means you can drive that road safety at 30 mph and that doesn't mean that's how fast people are going to drive, it doesn't mean anything other than you can drive safely at 30. Um - Cost estimates, if you don't agree with out cost estimates, you tell us what you think they should be. When you're estimating things like this you know we use a lot of crystal ball and sometimes they are not very clear but it's the best we can do - so.
GARY	My name is Gary Richards. The B proposal, the 290 foot bridge. The last estimate I saw before this one was $970,000, why is it now it's $710,000, I don't ever remember seeing that number but I'm sure I've got it at home.
J. WEAVER	That's our estimate today.
GARY	But it was more earlier.
J. WEAVER	Um - not that I'm aware of. Do you ever remember an estimate being that high?
S. STRATTON	I remember the meeting in April of 94, it was stated that when we were at the county commissioners office.
J. KOLMAN	Jim, I guess I would say that we have had a little bit more time to look at this. We've done pretty much in depth cost analysis on it and we're pretty confident in our number. We have worked up quantities that we're comfortable with. When we originally work up the estimates, they are on a square footage basis so it's a little bit rough, but now we have a chance to actually

	go ahead and calculate the quantities for deck, for the beams. so....
UNKNOWN	...INAUDIBLE bridge is built you let it out to contract.
J. KOLMAN	Please?
UNKNOWN	I said if this new bridge is what was decided on?
J. WEAVER	Yes, we would advertise the project - contractors bid on it, we would take the low bid.
UNKNOWN	Okay, and actual cost can go up later?
J. WEAVER	Absolutely.
UNKNOWN	Not Mr. Muth's.
J. WEAVER	It can also go down.
UNKNOWN	There's just no guarantee is there?
J. WEAVER	I guess I'm not sure you can. Not our way.
UNKNOWN	So there's nothing to guarantee the costs.
J. WEAVER	Absolutely not.
UNKNOWN	It might be '97...
J. WEAVER	This is a cost estimate. It's our best guess and for competitive purposes, we think it's accurate because we've used the same basis on all of them.
C. RYAN	Hi Clarice Ryan. You indicate that there will be a cost if someone absorbs the responsibility on that bridge and could you give us a figure on that?
J. WEAVER	What I'm saying is if somebody will accept and adopt that bridge, take it, own it and protect it's historical integrity, we will give them the cost of tearing it down which is estimated at $22,000. So they assume a whole lot of responsibility and liability and in exchange we give them the bridge and $22,000.
C. RYAN	That's what I'm asking what is the responsibility, what is your estimate, what would be that responsibility, what does that entail?
J. WEAVER	They own it, they have any liability, if there is any - we are not saying you know if somebody is injured on it and they get sued, they get sued and not the county or the state. I have an agreement here, I guess the best thing you can do is read that and it tells you what it is. Most

	of these responsibilities and liabilities are unknown at this point in time.
C. RYAN	Okay, then let's go back to number A. You indicate that if nothing is done, there is no cost.
J. WEAVER	That's right.
C. RYAN	But you're assuming that if someone takes over the bridge that there will be a cost, now how can that be?
J. WEAVER	Okay, there's no cost to the state. Now this is a construction cost. Now obviously if we selected this the county still owns it and they have to decide whether they want to maintain it. If they elect to maintain it and they have so far, it's going to cost the county something. Now we haven't included it in any maintenance cost in these numbers. Obviously if we build a new bridge, it has a maintenance cost but it has significantly less than either doing nothing or rehabilitation the old bridge, but we have not tried to estimate those costs.
N. BROWN	Neil Brown, I would like to point out an error in your Environmental Assessment pertaining to the 4(f) Procedures on this bridge in other words the historical status on this 303 Section of The National Highway Act...
J. WEAVER	Okay.
N. BROWN	There are two crib rock pilings in the river bottom next to this bridge and those were used, they helped guide logs underneath this bridge in the cuts from 1914 to 1920 and they are a part of this, the foot print of this Historical Site so there's a letter here from the Department of Natural Resources & Conservation stating they have no 4(f) responsibilities on these historical sites but the river bottom they are Department of Resources & Conservation property and so they do have those responsibilities. That needs to be corrected.
J. WEAVER	Okay - thank you.
N. BROWN	I think maybe one of the outcomes of that is that C, D & F may not be that you presently have them planned.
J. WEAVER	Okay, I'm not going - we're not here tonight to argue with you or present - that's something we'll have to look into to and we accept your ......
N. BROWN	Yes, well for your information, it is incorrect.

J. WEAVER Thank you.

N. BROWN I'm sure that the people that wrote this letter were not as aware as to what was in this historic site. It's a very unique site for the State of Montana in fact the nation, probably the only one that is.

J. WEAVER Okay, that is something we haven't heard before. Okay.

UNKNOWN Yes, if the county was to have the bridge rehabilitated, would or that be lead removal?

J. WEAVER We have in those rehabilitation alternatives, we have included $95,000 for removing the existing lead paint and repainting the bridges, but that is a really wild guess because lead removal and containment is a very almost impossible thing to estimate so I'm not sure how we arrived at that number, but if you were to select a rehabilitation alternative, that would be done.

UNKNOWN So if we do rehabilitate the bridge, and someone were to purchase and take the bridge it would be $22,000 part of the responsibility probably would for the removal of the lead paint.

J. WEAVER I don't know the answer to that. Does anybody else want to....

UNKNOWN I thought it stated in here, sir, that if tear the bridge down, they don't have to remove the paint.

J. WEAVER If they tear it down, we're not going to give somebody $22,000 to tear it down. There's some conditions with that. If they take the bridge, they have to either fix it, rehabilitate it and maintain it's historical character or move it so they could conceivable pick it and move it to another site with the $22,000 and at that point then the lead isn't as big of an issue because it's not over the river, it's not in the river environment. If somebody took the money and elected to rehabilitate it and left the lead in place, I guess that's one of the liabilities, responsibilities that lead is still in the river environment.

UNKNOWN If they were to move it and they moved it over some other water though, they'd still have that lead condition.

J. WEAVER They would have that liability and responsibility, yes.

UNKNOWN	We have had a call in our office interest and I think the person wanted to use it to scrap it out and that wouldn't be an option?
J. WEAVER	No. Not and get $22,000.
UNKNOWN	I just want to make sure - the cost of removing the paint it says this is an added expense, is it included in the figure?
UNKNOWN	Is the lead removal in these costs?
J. WEAVER	I believe it is. I think so. You'll have to show me where it says that. There's some other inconsistencies between this and the text of the EA that we are aware of, typos. One of the big ones was the cost estimate for the bid. You'll see in one place in there that this number at 400 and some thousand - I think that's a typo.
UNKNOWN	I forgot to tell you for the record. I'm Sharon Stratton, County Commissioner.
UNKNOWN	Thank you.
J. WEAVER	Any other comments.
N. BROWN	There's one other cost estimate with dismantling the bridge. I didn't see an approach in here, in this procedure for dismantling this historical site, National Historical Site and they're pretty extensive. It's drawings and photographs etc. of the bridge so it can all go through the National Archives and I have not seen those cost approaches or as to who would have to bear those costs. I talked to State Historic Preservation Office and they were not clear as to who would bear those costs.
J. WEAVER	We don't want to get into a debate tonight as to how we are going to comply with either the Historical Preservation Law or our own 4(f) laws. This bridge is what I can tell is that will be taken care of. Historic bridges in Montana are covered by a Programmatic 4(f) Statement and in fact that's already been done, but all I'll tell you tonight is I assure you we are going to comply with all the State and Federal laws regarding both historical properties and 4(f).
N. BROWN	I understand that, I mean some haven't been complied with yet. There is suppose to be signage there saying that this is a historical site and that's part of the Programmatic Agreement and that hasn't been complied with. Your form in the back that you've filled out pertaining to your 4(f) responsibilities I would highly disagree with it and it seems like it is not an objective evaluation that you've given it.

	I could go on about that for a long time and I'll address that you know in written comment.
J. WEAVER	We certainly accept your comment.
UNKNOWN	Just one more comment. In the EA, you also talk about the safety of the bridge, but on the other hand you said in the last five years there has only been two single vehicle accidents so I think looking at the surrounding area and the number of accidents and the increase in the amount of accidents in the surrounding Big Fork area that certainly says that we are doing better there than most places in the Big Fork area.
J. WEAVER	Okay, ma'am.
ANN MORELY	My name is Ann Morely and I'd like to know more about this what you said about the Muth design. Why that would change the historic.
J. WEAVER	Because it significantly changes the character of the bridge, you go in and you make major structural improvements, you put in big new beams or trusses inside the existing bridge, you put in a concrete deck on it and he also cantilevers a sidewalk on the outside so the bridge looks major different.
A. MORELY	So the new trusses are within the up.....
J. WEAVER	It's actually added or built inside the existing bridge.
A. MORELY	...major structure.
N. BROWN	Again, you are incorrect.
J. WEAVER	I guess I answered the question and you can comment sir. In our opinion, in our historian's professional opinion that significantly changes the character of that bridge and it would no longer be eligible for the Register.
N. BROWN	No, that isn't correct, that is incorrect according to the State Historical Preservation Office. A bridge along the same design in New York has won National awards and still gets on the National Register.
J. WEAVER	There's two opinions. Thank you.
UNKNOWN	I would agree with Neil because I looked at Mr. Muth's design and they were ways to design INAUDIBLE. As far as the letter goes, I just don't know remember - it seems to me as though there was some kind of a way that they were going to put something on the bridge what they call

encapsulate the lead so that the lead isn't removed.

J. WEAVER	Yes. There's basically what you do is paint over it with a new paint. The lead is still there, there's still that risk of responsibility and liability.

UNKNOWN	With those, you don't have to remove the lead paint.

J. WEAVER	Our plan would be to remove it, to do away with the problem and the risk not to just cover it up. That's an option, not one we considered. It's obviously cheaper.

UNKNOWN	Um another thing, my name is INAUDIBLE and another thing with Mr. Muth's plan he has stated that he would bond himself. The contractor so that this bid would be coming in at that. Whenever you, if you were to use something else than what he proposes would they be under the same type of thing so that we as tax payers would be guaranteed that we wouldn't be going up higher or doubling that cost?

J. WEAVER	No. no, we wouldn't and in fact in Mr. Muth's alternative, he couldn't and we couldn't do that. This project will be paid for with Federal Funds. Those laws both Federal and State require that this be put out for bid, competitively bid to the lowest contractor and we can't take his guarantee even if he's willing to give it to us. It's just not an option under our bidding and contracting procedures so I guess he might be willing and we can't accept his guarantee and we can't make a guarantee on the other alternatives.

UNKNOWN	Why would you want to, you know, put in something else that would increase the flow of traffic possibly to a very residential area and also the other connecting roads that have just now been made a major trail for walking? This doesn't make sense to me.

J. WEAVER	Okay.

UNKNOWN	And also if it's a new contract for a concrete bridge, you've not made any - there's no walkway on it so there's no pedestrian - nothing.

J. WEAVER	Right. The purpose of this project is not to increase traffic in a residential neighborhood. The purpose of the project is to replace a bridge that's out there. It will be two lane and can accommodate the traffic so whether that would in fact increase it or not, I guess your guess is as good as mine, but that's certainly not the purpose of this project.

UNKNOWN I was just commenting to tell you that it probably would because some people who would not want to cross it, would cross it.

J. WEAVER Okay.

UNKNOWN If the purpose is not to increase traffic, we have no problem on a one lane bridge.

S. STRATTON I would just like to include in the comments, Sharon Stratton, again, when we went through this before, and I realize we're looking at it with some more information, there was a lot of input from the fire district as to why they felt there was a need for a two lane bridge so not only ambulance service but fire service protection was also a consideration.

UNKNOWN I read through this letter from the fire department and if you read them what they were concerned about was not two lanes, but rather it would hold a heavy enough vehicle. INAUDIBLE He said they were in favor of a new bridge because it would handle their vehicles, but that was before Mr. Muth came up with his design.

J. WEAVER Those letters will be part of the public record and everybody can draw their own conclusions.

UNKNOWN INAUDIBLE - Laughter.

MAGGIE Um, I just - I lost my train of thought. Now, like Mr. Griffy says - I'm Maggie Bagon again. Not only the increased traffic, but I just want to stress why do we need to move quickly INAUDIBLE - Why on a residential road do we need to move more quickly and it is here in this book and you know. Environmental Assessment as you studied it stated that and um.

J. WEAVER I don't have an answer to that.

MAGGIE Who set up the deadline?

J. WEAVER Pardon.

MAGGIE Who set the deadline?

J. WEAVER What deadline?

MAGGIE The deadline for the decision.

J. WEAVER Um, Federal law requires a public comment period after an Environmental Assessment as distributed. I think it's 45 days so from the day it was approved and distributed that public comment period starts so I guess law and we did. Ma'am

MAGGIE	INAUDIBLE - so now we're finding out you've already admitted some of the facts in this EA report aren't quite accurate and Neil pointed out the same. I think you'd better come out with another report and INAUDIBLE.
J. WEAVER	Um, Okay, I think you're input takes that as a request. I guess what I can tell you is those inaccuracies or errors that are pointed out to us certainly will be corrected before the information is presented back to the county commissioners and the State Transportation Commission before they make the decision. Whether we need to put out a new document or not depends on how significant those errors and those corrections are.
UNKNOWN	I would like to make a comment. I live on Williams Lane, not too far from this bridge and some of these comments tonight are people that maybe don't use that bridge at all or maybe have other accesses that go around to Big Fork. During those three months this bridge was deactivated; it was very inconvenient for us to go way around to Cedars Corner in the Big Fork. INAUDIBLE Lutheran Church that made it about five extra miles maybe three. Um, my concern is if we rehabilitate it, tear that thing down how long is it going to be that there will be no traffic there whatsoever. Personally, I say with the commissioners decision on Number E - keep the old bridge there - somebody wants it let them take responsibility for it, but build a new transportation across there that to me is Number 1. Service for myself and my family and my neighbors in the Big Fork in the most convenient place. Something that will last for 100 years if it lasts them 50 years, I won't be here then. I love that old bridge, truly - I've painted pictures of it, except somethings going to happen, it's going to fall apart like it did before and the commissioners are going to say you had your chance to get a new bridge. They are going to turn their backs and consequently I think it could be our last chance to get a good bridge across there. My personal belief and I favor that Number E what the commissioners have done is an extension of keeping that old bridge there, you want it they approach INAUDIBLE for responsibility. We have turned it down. The insurance alone is prohibited and I can't see any individual plus a group saying that we'll take responsibility. So consequently I think I'm in favor of Number E.
J. WEAVER	Okay, thank you. Anybody else?
A. MORELY	Ann Morely again. We just drove back from Kalispell that way on that back road and really

noticed residential area that really hasn't changed that much and after living here for 20 years, Big Fork has really changed a lot in the last five years and it was very pleasant to be able to go slowly and to go across it and I personally, and we both my husband, and I both really feel that we ought to do something innovative and go for Mr. Muth's rehabilitation. You still get the bridge. You don't need the speed getting across there and you still have the best and it looks like the best cost and we certainly would favor that and it would be very nice to keep some of the old things in Montana instead of destroying them as fast as you can. Thank you.

J. WEAVER Okay. Thank you.

UNKNOWN I drove to this meeting tonight via Swan River Road across the bridge. There were seven people on that bridge tonight. Either just viewing area or fishing or just spending time with their family. There's a real need for a walkway. We just extended a nature trail to that point and now I see a two lane bridge as a truck route option not as a pedestrian option and if you're going to put a two lane bridge there, you need to have a walkway. I understand that makes your prices go sky high, but at present you have a eight foot wide vehicle sharing a sixteen foot lanes - okay if the new bridge is twenty-six feet wide so if you take sixteen feet for vehicles plus room between them, you'll have less room for pedestrians with the new bridge than with the old bridge. The Muth proposal is a viable proposal.

J. WEAVER Okay, Thank you.

UNKNOWN I agree with him on the pedestrian thing and on using the Muth design. Staying active in that trail in working with in constructing that trail and design. I mean that's very obviously going to be a choice the people are going to walk across that bridge and because you can make a round trip and people who can have that option of making a round trip in whatever you do, you are going to need a pedestrian walkway and I have personally often seen people fishing from that. It's not just being used for walking and not as much as for cars.

J. WEAVER Okay.

UNKNOWN I agree with Mr. Brown and this other woman Maggie Bogan and as parents whose raised a couple of kids who walked back and forth to go down there and throw their fishing poles in the water there are among many, many children who do that. Families who go down and go swimming. There isn't - Mr. Muth's rehabilitation proposal is the most viable proposal - it makes the most sense for the community.

J. WEAVER Okay, ma'am.

D. Garden I'm Donna Garden and I agree with the Muth's rehabilitation besides offering a walkway which we all know is important in this part of the county, there is also river access from the side there, that is used constantly you INAUDIBLE in the summer time and that would be destroyed with a new bridge. And with Muth's rehabilitation, I don't believe that would be destroyed and that is important part of what that bridge is too.

J. WEAVER It's our intent with any of the alternatives to perpetuate that river access on the south side so you know even with D & E, that's also perpetuated but with all of them. That will be maintained.

R. GORDON Sir, Robert Gordon again. On Muth's estimate there that means that that bridge there would be no traffic on it. Is there any estimate on how long it would take for that to be reconditioned into - I mean I don't think it should be announced too early INAUDIBLE.

J. WEAVER Um, I don't know if he gave us an estimate for the time for his. My guess is it would take us probably one season to build a new bridge and of course with E you can maintain traffic on the existing bridge while you build the new one. But with D of course you would have to close it down. It would have to be removed and then build a new one. I would say one season - one summer. With the rehabilitation alternative, you have to close to traffic while you do that. I don't know how long that would take certainly several months. Three or four months perhaps and that's a guess.

UNKNOWN INAUDIBLE I do know it's been so long since I talked to Frank he rehabilitated a railroad bridge and never had to stop one train during the whole thing.

UNKNOWN On the Muth's proposal for the lead paint issue was the cost to painting over with that other type of paint? If that was just cost estimate and that was just the solution. I'm assuming that it was?

J. WEAVER Joe, do you know?

J. KOLMAN I think his cost was for removal.

UNKNOWN Okay.

UNKNOWN	Was the Muth's rehabilitation was that adding another lane or using just one lane?
J. WEAVER	Just one lane bridge, but adding a sidewalk on the outside of the bridge. Like this bridge here. That would be one lane. Any other comments.
J. Lingle	Yes, Jack Lingle, Flathead County Bridge Supervisor - how many people live on Swan River Road that's here tonight. Four - Five.
J. WEAVER	Any other comments? Questions?
UNKNOWN	INAUDIBLE I would just like to say that the draft EA was kept secret INAUDIBLE I don't think it's legal and I think it really hurts the publics input on those kind of thoughts - much better INAUDIBLE (CAN'T HEAR THIS PERSON!!!)
J. WEAVER	What was sent to the commissioners was a preliminary internal draft for their review that's why it was not distributed for public review. The EA was distributed for public view and had no intent to keep it secret or internal. It was going to be distributed. I accept your comment and I won't argue. Ma'am.
UNKNOWN	Were you aware Frank Muth was not sent a copy of any of this?
J. WEAVER	No, I was not aware of that.
N. BROWN	Were you aware that as of noon yesterday the State Preservation office has not received a copy.
J. WEAVER	All I know is the distribution list is in the EA. I'm not sure - I'll take your comment.
UNKNOWN	I'm not saying it's intentional, but INAUDIBLE.
J. WEAVER	There has been considerable amount of communication and correspondence with those guys at the State Preservation Office over this bridge I can tell you that. Whether they got a copy of the EA or not, I'm not sure. Okay. There's certainly no attempt to keep this thing secret.
UNKNOWN	That wasn't my intention.
J. WEAVER	Ma'am.
UNKNOWN	I'd like to make a comment - first of all I live in Lake County and I have to drive through Flathead County to get to the shopping and I live right on Highway 83 and nobody ever asked me as a resident right on the highway on who can use the road and who gets an opinion on what gets done on

there so I don't think that really matters if you're a landowner on this road. It's Federal money so I think we should all have an equal say and I think what we say has a value on cuz that's the way it is you know on other roads if they're going to close we have a business down there and they're - you're working on Highway 83 and traffic has been interrupted for years now and nobody comes and says anything to us except that people are trying to travel on it and coming by and say "what in the world is going on?" INAUDIBLE

J. WEAVER It's our intent to give everybody equal opportunity to comment tonight. Yes.

UNKNOWN How will you base your decisions - will you base it on what you want out of it or will you base it on what the majority of the public says that they want? I can like in the EA you have a section called public comment, however there's only one letter in there and I know for a fact that many, many people have written pubic comments concerning the bridges.

J. WEAVER We have a lot of public comments, we have petitions...

UNKNOWN I know.

J. WEAVER That will all be submitted to the county commissioners. I think they have seen it all already, but it will be resubmitted to them together with our input from tonight. We are recording we'll prepare a transcript and ask them to make a decision. It's going to be up to them and then after them, the State Transportation Commission to weigh that public input. To make that decision. With that input, with facts I'm not going to tell you how they are going to make a decision.

UNKNOWN Will public comments and what people write in letters and such that will be available for viewing at the court house?

J. WEAVER Um, Yes. I guess we'll send it to them I assume they will make it available. I can't speak for them. It will be there. It will also be in our offices in Helena. It will be in my office in Missoula and we have an office in Kalispell so it will be available.

UNKNOWN When was the preliminary EA sent to the commissioners - the draft, the preliminary EA?

J. WEAVER The EA was sent to them when everybody else got it. I think it was on August 8. Now what they were referring to was earlier this summer, we sent them a preliminary draft internal document to review and comment on and I think that's what Rick was referring to. March.

UNKNOWN March....with the letter attached saying that this agreement is INAUDIBLE - could not be released.

J. WEAVER Yes. Okay.

UNKNOWN (CAN'T HEAR VERY WELL) state constitution whether you can get away - decision making process INAUDIBLE commissioners had their mind made up, there's only one of them here tonight and the other two made the decision.

J. WEAVER Your objection or complaint is accepted and we'll pass it on.

UNKNOWN I think it's a violation of state law and state constitution.

J. WEAVER Okay, I'm certainly not going to debate that with you tonight. Okay, ma'am.

M. RYAN Maurice Ryan. I would personally like to see it put to a vote with the general public as opposed to a decision by a few of our commissioners who don't always represent the will of the people.

J. WEAVER That's a decision you're commissioners have to make. They're the ones who would have to fund the cost of such an election.

M. RYAN It goes back to the fact that they don't always represent the public and they're making decisions for the public.

J. WEAVER I - all's we can do is accept your comment. Anything else. Folks.

R. ________ Rose ________. I wondered if the state went to any trouble to investigate a proposal similar to Muth's?

J. WEAVER No, we reviewed his. We had several meetings with him and reviewed his and we prepared at what we considered a more conventional rehabilitation to fix what's out there, but we didn't go out and do a more innovative or creative type rehabilitation design like he did.

R. I guess I would suggest it. Maybe a solution to this problem would require a more innovative look at it and in this day and age a few thousand here and a few thousand there - it all kind of washes out and I wouldn't be surprised if these figures are not representatives of what actual cost would be. I mean excuse me I don't mean not representative but make it close that there seems to be a lot of things that are done especially with highways and that sort of thing there are cost overruns and that sort of thing and I wouldn't be surprised if all of those figures don't just the cost (CAN'T HEAR) so I would look at it rather as a cost factor as a convenience of longevity factor and also hoping to consider the environmental situation.

J. WEAVER Okay, all those things have to be considered obviously when a decision is made. Cost is not the only factor. The social economic environmental concerns will also be considered.

UNKNOWN Let me ask a similar question I guess. I realize that you have to go through competitive bidding you can't just award a contract like this to Muth, but if there are things that proposed to do that make sense that are cost effective can or cannot you build those into your bidding solicitations as requirements for other bidders. Is this not done regularly? Just as you specify the size of aggregate....

J. WEAVER No, that is exactly what will be done if the decision is to go with the Muth alternative we would take his design, put that into a contract agreement, the contractors would bid on it. Just because he was going to guarantee it, doesn't mean we can't do that. We would take his design, prepare contract agreements and bid it and then the contractors are going to decide if his cost estimate is accurate or not. So, no it's a very viable option. We haven't thrown it out just because we haven't done it before. We have reviewed his design, we convinced ourselves it is feasible, it's doable and with it's possible exception of the life, which you can argue about I think the rest of that - we've accepted what he said.

UNKNOWN Just another question. With regards to the lead paint hazard that exist would you explain to me what - why the state would accept a paint over repair of that lead problem where - I mean it sounds to me like they would accept that as an alternative where the state itself would remove the lead paint and then evidently repaint it or something like that. Why would you on the one hand accept that as a repair and yourself not do that?

J. WEAVER I guess I'm not sure we would accept that as a repair. I don't quite understand the question I guess. If somebody else accepted the bridge, took responsibility and ownership of it....

UNKNOWN	Well, as I understood was what you were saying that there is a method of painting over that is a sealing process which seals the lead paint onto the metal that it is now.
J. WEAVER	Yes.
UNKNOWN	...and it sounded to me and maybe I misunderstood you, it sounded to me that was an acceptable alternative to removing the lead paint.
J. WEAVER	I don't think it's acceptable to us.
J. KOLMAN	Jim, yes, we do encapsulate lead when you overcoat sometimes it will work sometimes it won't. I think in this case, I believe Frank proposed for us to remove the lead. That's what our proposal would have been. We had a representative from Sherwin-Williams go out and look at it and he said he would recommend removing it, but there are times when you can just paint and we could do that if the paint will stick to existing paint and will encapsulate it INAUDIBLE.
J. WEAVER	I guess I should introduce Joe Kolman. He's our state bridge engineer.
UNKNOWN	The question I have - why did the Sherwin-Williams fellow say that he wouldn't encapsulate it - I mean if INAUDIBLE
J. KOLMAN	Well, he didn't think that in this case that he could get an overcoating to stick - he thought it would just flake off, but there are times where we have such a coating down that you can put a coating on top of it and it will bond to it and actually encapsulate it. It's environmentally safe. But, he didn't believe it would work here. His price was, I think, $14 a sq foot to clean the paint and repaint and from what I can tell from estimate determinations that's pretty good.
UNKNOWN	Clean the paint?
J. KOLMAN	That's sandblast the bridge - take off all that paint and then repaint it, but that also includes costs that you have to protect the river. INAUDIBLE
UNKNOWN	That sounds to me like that would be a cost that would have to be incurred by a person who accepted ownership of the bridge. Is that what you think?
J. WEAVER	I don't know. That's what I think. I don't know the answer to that. If somebody else owned it, they'd have the liability, responsibility for that lead I think they would have to make the

	decision whether they leave it in place or paint over it, encapsulate it. I think the owner of the bridge would make that decision not us.
UNKNOWN	Well, I think possibly environmentally concerns would be...
J. WEAVER	But that would be their responsibility to comply with all state and federal laws. If they own it, it won't be ours to dictate to them....
UNKNOWN	...so that means - who owns it now?
J. WEAVER	The state and the county.
UNKNOWN	So why isn't the state responsible for it right now?
J. WEAVER	As long as the state and county is we will be and our plan is to remove it. If we sell the bridge or if somebody accepts it so that they own it, I think at that point it becomes their problem.
UNKNOWN	I think that precedence set by other companies and I would assume that the state would be in the same position where they would have to accept a responsibility for the environmental hazard as it exists currently and then the new owner would accept it from there on so that I myself see that as a state - all of here all of us taxpayers being responsible for the fact that we have what technological advances INAUDIBLE environment in lead based paint.
J. WEAVER	We agree with that. I think what you're asking is a legal question and I'm not qualified to answer it. Our attorney's have prepared this agreement whereby if somebody wants the bridge they accept the responsibility. I guess that's all I can tell you. I don't know if we would make them remove the lead or whether we would allow them to encapsulate it or leave it. I don't know the answer to that.
UNKNOWN	No, but my point is if the state is responsible now and I don't see how they can sell....
J. WEAVER	...it may very well be the state's responsibility, but I don't know if it's the Department of Transportation's. Let's not argue. I don't know the answer to that question. I don't know if we'll worry about it until somebody steps forward and be willing to accept it then....
UNKNOWN	...well, as a member of the community there are people who are thinking of assuming the responsibility and ownership of that and as a community project so I don't see that it's

	something that one can pay $95,000 worth of removal as a liability right off the bat when you're offering $22,000.
J. WEAVER	That's certainly a risk that they're going to have to assess.
UNKNOWN	INAUDIBLE liability of it.
J. WEAVER	Yes, today.
UNKNOWN	So, consequently if you want the bridge you would be paying liability on the or assume or a group. Right now if the paint falls off and it's the counties insurance company that would - they're paying the INAUDIBLE.
UNKNOWN	But isn't that a mute point because according to you we haven't made a decision yet, so why pay if somebody's going to buy it and move it when according to you none of this is a done deal?
J. WEAVER	It isn't. We're saying if...
UNKNOWN	...well, yeah we're spending a lot of time on if's though.
J. WEAVER	That's right. Sir.
UNKNOWN	On the Muth's rehabilitation, do you expect INAUDIBLE
J. WEAVER	That's his number.
UNKNOWN	On that D & E, both of which involve a new bridge, would they both of those be in the same location which you indicated here.
J. WEAVER	Yes. In fact they're showing this photograph if you get real close, you can see it there's a red line here that is D that is built essentially right over the top of the existing bridge and this heavy red one is E which is built essentially right along side and upstream.
UNKNOWN	Is there any reason why that D couldn't also be put where that red line is and give a little more time for people to work on the existing bridge?
J. WEAVER	D & E are essentially the same other than their location.
UNKNOWN	Why couldn't the locations be the same and give a little more time to work out the details on the acquisition of the old bridge? Can the construction of the new bridge, under D, be started and completed without tearing down the bridge, the old bridge for a period of time?

J. WEAVER

It can, there's some costs associated with that two contracts. Having a contractor, you know typically we had the contractor to build the new bridge remove the old one because he's there with the equipment. You know you could do it later but it's just additional costs.

UNKNOWN

The advantage would be if anyone is interested in trying to salvage that old bridge that you could already have started the new bridge. You probably wouldn't want to be having traffic across there anyway, even if all of that's under construction and then that would give a little more time.

J. WEAVER

Yes, right. Actual construction INAUDIBLE to make a decision. Depending on what it is - you know it's still a year or two away, so there's still plenty of time for a local group or agency organization if they want the bridge to step forward and say we want it. Now that's assuming we pick something other than Alternative D. If that's the decision, we have to start the design and then we're assuming the old bridge will be torn down.

J. KOLMAN

Jim, I have a couple of comments. Right now I think the EA says that 45 days from the day that it becomes available the decision has to be made on that bridge, so if we're going to change that, the EA will have to be changed.

J. WEAVER

Okay, I stand corrected. Well, if somebody is going to step forward, they have to step forward the next month like September 22.

J. KOLMAN

Yes, and the second point is under both rehabs, if we're doing this with state and federal money we would be taking that paint off because we want a bridge that's going to last a long time and we don't want to come back in. If somebody accepted that bridge accepted the responsibility of that bridge, we wouldn't force them to paint that bridge. It's been out there for 80 some years with the paint it has on it. My understanding is that the lead on the bridge is not a hazard until it's taken off the bridge and then it's a hazardous waste, so as long as it's on the bridge, it's not a hazardous waste. That's my understanding.

UNKNOWN

My question is if it's going to cost $95,000 to remove the old paint and put on new, how come it's only going to be $22,000 to give - Why is it only going to cost $22,000 to remove the bridge because when you actually start taking it apart aren't you going to be knocking the paint off into the river, so why is that so little? Shouldn't that be much higher than....

J. KOLMAN	When the dismantle the bridge there not scraping old paint off INAUDIBLE, there may be a small amount of flaking as they cut through the bridge and dismantle it, but that's not considered... they won't be taking all the paint off to dismantle the bridge.
UNKNOWN	But the paint that's on there now is stable enough so that you can take it apart and not knock quite a bit of it off.
J. KOLMAN	Yes, well, I don't know how much might flake off during....
UNKNOWN	But isn't that important? Environmentally?
J. KOLMAN	I don't think that enough paint will come off that it would generate a waste.
J. WEAVER	What we would do is tell them that they have to remove it in such a way that they don't scrape a lot off. You know, pick it out and remove it in pieces and then they haul INAUDIBLE so they actually get a return. That's why the removal costs...
UNKNOWN	Oh, I see cuz then they get to sell it. That's what you're basing it on.
J. WEAVER	You know the scrap in the steel has some value.
UNKNOWN	Since we taped tonights meeting I would appreciate a copy of it INAUDIBLE P.O. Box 363 and my name is Tammy __________.
J. WEAVER	Did we have two sign up lists? One for the transcript and one ....
D. DREHER	...no, I can get two sign up lists for convenience.
J. WEAVER	Did you get that?
D. DREHER	Yes, I get with you and make sure I've got that address correct when we get done. Anything else?
UNKNOWN	I only have one it says if it's a suggestion or request for EA's in the future that you number all of the pages the EA's only the first 36 pages are numbered, so it makes the written comment difficult because you have to refer to not to a page number and a line number, but you have to refer to what the letter is...
J. WEAVER	Good point...
UNKNOWN	...and a guess as to where that might be in the document.

J. WEAVER	Comment well taken. Okay, I guess unless somebody else has something or more questions, I guess we can bring the meeting to a conclusion.
D. DREHER	Yes, thank you all for your input. I'm fairly new in the Public Affairs Office so what we're trying to do is get more public involvement. Please do if you don't have your name on the sign up sheet get it on there on the way out so that I can try to keep you up to date on what's going on. That's the document I use to try to keep folks aware of what's happening. They're sitting on the table right outside the door there so please do get your name on the list and draft it legible so that I can get you the information that as it comes up. Thank you again for your participation. Appreciate it and we'll try and keep you posted.

Appendix D: "Nationwide" Programmatic *Section 4(f)* Evaluation

MASTER
FILE
COPY

MONTANA DIVISION

"NATIONWIDE" PROGRAMMATIC *SECTION 4(f)* EVALUATION FOR HISTORIC BRIDGES

Project N° **BR 9015(11)** (P.M.S. C#1132) Description: Bridge Replacement
Project Name: **SWAN R MI W OF FERNDALE** Location: FLATHEAD COUNTY

This proposed project requires use of a historic bridge structure that is on, or eligible for listing on the NATIONAL REGISTER OF HISTORIC PLACES. A description and location map/"Translite" of this proposed bridge replacement project is attached.

NOTE: **Any response in a box will require additional information, and may result in an individual evaluation/statement.** Consult the "Nationwide" *Section 4(f)* Evaluation procedures. See P.6 of this form for information on boxes with footnotes: [1 - 4], inclusive.

	YES	NO
1. Is the bridge a NATIONAL HISTORIC LANDMARK?	☐	X
2. Have agreements been reached through the procedures pursuant to *Section 106* of the *National Historic Preservation Act* with the following:		
STATE HISTORIC PRESERVATION OFFICE (SHPO)?	X	☐
ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP)?	X	☐
3. Any other agency/ies with jurisdiction at this location?	X	
a) If "YES" will additional approval(s) for this *Section 4(f)* application be required?	☐	X
b) List of agencies with jurisdiction at this location:		
USA - CORPS OF ENGINEERS (*Section 404* Permit)	X	
USDA - Forest Service	☐	X
USDA - Soil Conservation Service (*FPPA*)	☐	X
FEMA Regulatory Floodway (Permit)	[X][1]	
MDEQ - Air Quality Division		X
MDEQ - Water Quality Division	X	
MDFW&P - Parks Division (Fishing Access Site)	☐	X
MDFW&P - Wildlife Division (wetlands)	[X][2]	
MDFW&P - Fisheries Division (***124SPA*** permit)	[X][3]	
MDNR&C (irrigation systems)		X
MDNR&C (navigable rivers under state law)	[X][4]	
Other: FEDERAL ENERGY REGULATORY COMMISSION	X	
FLATHEAD COUNTY	X	

ALTERNATIVES & FINDINGS

EACH of the following **ALTERNATIVES** for this proposed project have been evaluated to avoid the use of the historic bridge:

1. "Do Nothing." (Alternative A under item **III.B.**1 on pages 10 & 11 of the attached Environmental Assessment/EA)

2. Rehabilitate the existing bridge without affecting the historic integrity of the structure in accordance with the provisions of *Section 106* in the *NHPA*. (Alternatives B-MDT & B-Muth under items **III.B.**2.a. & b., respectively on pages 11 - 13 of the attached EA)

3. Construct the proposed bridge at a location where the existing historic structure's integrity will not be affected as determined by the provisions of the *NHPA*. (Alternatives C - **E**, inclusive under items **III.B.**3. -5., respectively on pages 13 - 16 of the attached EA)

The above **ALTERNATIVES** have been applied in accordance with this PROGRAMMATIC *SECTION 4(f)* EVALUATION and are supported by **EACH** of the following **FINDINGS:**

NOTE: **Any response in a box will require additional information, and may result in an individual evaluation/statement.** Consult the "Nationwide" *Section 4(f)* Evaluation procedures.

	YES	NO
1. The "Do Nothing" **ALTERNATIVE** (A) has been evaluated and has been found to ignore the basic transportation need at this location.	X	☐
This **ALTERNATIVE** is neither feasible nor prudent for the following reasons:		
a) Maintenance — this **ALTERNATIVE** does not correct the structurally deficient condition and/or poor geometrics (clearances, approaches, visibility restrictions) found at the existing bridge. Any of these factors can lead to a sudden catastrophic collapse, and/or a potential injury including loss of life. Normal maintenance will not change this situation.	X	☐
b) Safety — this **ALTERNATIVE** also does not correct the situation which causes the existing bridge to be considered deficient. Because of these deficiencies, the existing bridge presents serious and unacceptable safety hazards to the travelling public and/or places intolerable restrictions (gross vehicle weight, height, and/or width) on transport.	X	☐
A copy of the MDT Bridge Bureau's Inspection Report for January 10, 1995 is attached to this form.	X	☐
2. The rehabilitation **ALTERNATIVES** (B-MDT & B-Muth) have been evaluated with of the following **FINDINGS**:		
a) The existing bridge's structural deficiency is such that it cannot be rehabilitated to meet minimum acceptable load and traffic requirements without adversely affecting the structure's historic integrity.	X	

ALTERNATIVES & FINDINGS (#2 - conclusion:)

NOTE: Any response in a box will require additional information, and may result in an individual evaluation/statement. Consult the "Nationwide" *Section 4(f)* Evaluation procedures.

	YES	NO
b) The existing bridge's geometrics (height, width) cannot be changed without adversely affecting the structure's historic integrity.	X	
c) These **ALTERNATIVES** do not correct the serious restrictions on visibility (approach geometrics, structural requirements) which also contributes to an unsafe condition at this location.	X	
Are these rehabilitation **ALTERNATIVES** therefore considered to be feasible and/or prudent based on the preceding evaluations?	☐	X
3. The relocation **ALTERNATIVES** (C - **E**, inclusive), in which the new bridge has been moved to a site that presents no adverse effect upon the existing structure have also been considered under the following **FINDINGS**:		
a) Terrain and/or local geology. The present structure is located at the only feasible and/or prudent site for a bridge on the existing route. Relocating to a new site — either up-, or downstream of the preferred location — will result in extraordinary bridge/approach engineering and associated construction costs (see item **II.A** on page 4 of the EA).		X
Local geologic conditions are such that any other location in the general vicinity of the preferred site is not prudent.		X
Any other location would cause extraordinary disruption to existing traffic patterns.		X
b) Significant social, economic and/or environmental impacts. Locating the proposed bridge in other than the preferred site would result in significant social/economic impacts such as the displacement of families, businesses, or severing of prime/unique farmlands.		X
Significant environmental impacts such as the extraordinary involvement in wetlands, regulated floodplains, or habitat of threatened/endangered species are likely to occur in any location outside the preferred site.	X	
c) Engineering and economics. Where difficulty/ies associated with a new location are less extreme than those listed above, the site may still not be feasible and prudent where costs and/or engineering difficulties reach extraordinary magnitudes. Does the **ALTERNATE** location result in significantly increased engineering or construction costs (such as a longer span, longer approaches, etc.)?	X	
d) Preservation of existing historic bridge may not be possible due to either or both of the following:		
the existing structure has deteriorated beyond all reasonable possibility of rehabilitation for a transportation or alternative use;		X
no responsible party has yet been located to maintain and preserve the historic structure.	X	

ALTERNATIVES & FINDINGS (#3. - conclusion:)

NOTE: Any response in a box will require additional information, and may result in an individual evaluation/statement. Consult the "Nationwide" *Section 4(f)* Evaluation procedures.

	YES	NO
Therefore, in accordance with the previously-listed FINDINGS it is neither feasible nor prudent to locate the proposed bridge at a site other than the "*preferred*/build" **ALTERNATIVE E** as described.	X	☐

MEASURES TO MINIMIZE HARM

This "Nationwide" Programmatic *Section 4(f)* Statement applies only when the following **Measures to Minimize Harm** have been assured:

	YES	NO
1. Is the bridge being rehabilitated?		X
If "YES", is the historic integrity of the structure being preserved to the greatest extent possible; consistent with unavoidable transportation needs, safety, and load requirements?	(N/A)	☐
NOTE: If "NO", refer to item 2., following, to determine Programmatic applicability.		
2. Are adequate records being made of the existing structure under Historic American Engineering Record standards, or other suitable means developed through consultation with SHPO and the ACHP?	X	☐
3. Was the existing structure made available for alternative use with a responsible party to maintain and preserve same?	X	☐
4. Has agreement been reached through the *Section 106* process of the *National Historic Preservation Act* on these **Measures to Minimize Harm** (which will be incorporated into the proposed project) with the following:		
SHPO? (Date: 08-Oct-96)	X	☐
ACHP? (Date: 20-Nov-96)	X	☐
FHwA? (Date: 21-Oct-96)	X	☐
A copy of the **Memorandum of Agreement** (**M.o.A.**) including its amendments signed/approved by these agencies is in the following Appendix E of the attached EA.	X	☐

COORDINATION

There has been additional **COORDINATION** with the following regarding this proposed project (other than those listed previously):

City/County government: FLATHEAD COUNTY
Local historical society: Save the Swan River Committee
Adjacent property owners: MDNR&C, Pacific Power & Light C°, Barbara Bennetts
Others: Friends of the Wild Swan

Copies of letters from these agencies regarding this proposed project are in Appendix B of the attached EA. This proposed project is also documented as a Environmental Assessment (EA) under the requirements of the *National Environmental Policy Act* (**42 U.S.C. 4321**, *et seq.*).

SUMMARY & APPROVAL

The proposed action meets all criteria regarding the required **ALTERNATIVES**, **FINDINGS**, and **Measures to Minimize Harm** which will be incorporated into this proposed project. This proposed project therefore complies with the July 5, 1983 Programmatic *Section 4(f)* Evaluation by the U.S. DEPARTMENT OF TRANSPORTATION's Federal Highway Administration.

This document is submitted pursuant to **49 U.S.C. 303** and in accordance with the provisions of **16 U.S.C. 470f**. Approval is effective as-of the date the FHWA signs the attached EA.

"ALTERNATIVE ACCESSIBLE FORMATS OF THIS DOCUMENT WILL BE PROVIDED ON REQUEST."

JMM:KMH:asj:**[*.SWAN]P4F.FRM**

Attachments

cc: J. T. Weaver
C. S. Peil
J. P. Kolman
T. E. Martin
M. A. Wissinger
D. W. Jensen
J. M. Marshik
W. F. Wright, MDNR&C-NWLO
J. M. Robinson, FERC

Notes on boxes with responses under item 3.(b) from page 1:

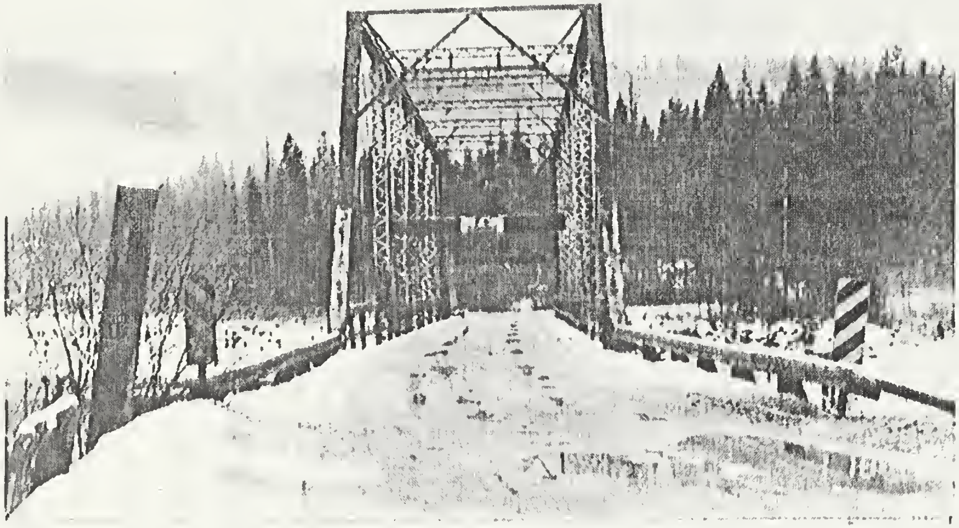
[1] FLATHEAD COUNTY administers the FEMA Floodplain Development Permits on the Swan River. This proposed action will be in compliance with E.O.№ 11988 (see item **IV.C.**1. on EA pages 20 & 22).

[2] The MDFW&P Wildlife Division's Waterfowl Coordinator was contacted about this proposed project, and responded in early June, 1992. A Wetlands Finding on this proposed project's wetlands impacts was completed (see item **IV.C.**3. on EA page 23).

[3] The MDFW&P Fisheries Division's Stream Protection Coordinator was also contacted about this proposed project, and responded in late July, 1992. A ***124SPA* Stream Protection Permit** has been issued for this proposed project (see item **V.** on EA page 33).

[4] The MDNR&C's (formerly the MDSL's) NorthWestern Land office and Environmental Coordinator have been contacted about this proposed project (see items **IV.B.**2. on EA page 19, and **VI.A.** on EA page 34).

PECTOR: Edwin J. Towle Williamson
RUCTURE NO: U5657002+0.600-1 Swan River (003) DATE: 1-10-95



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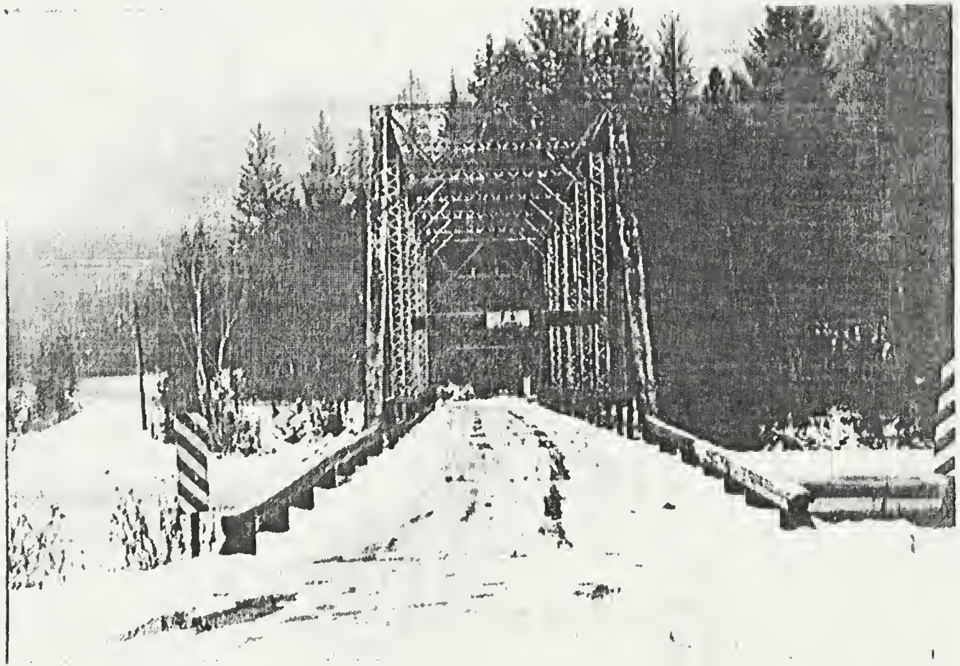

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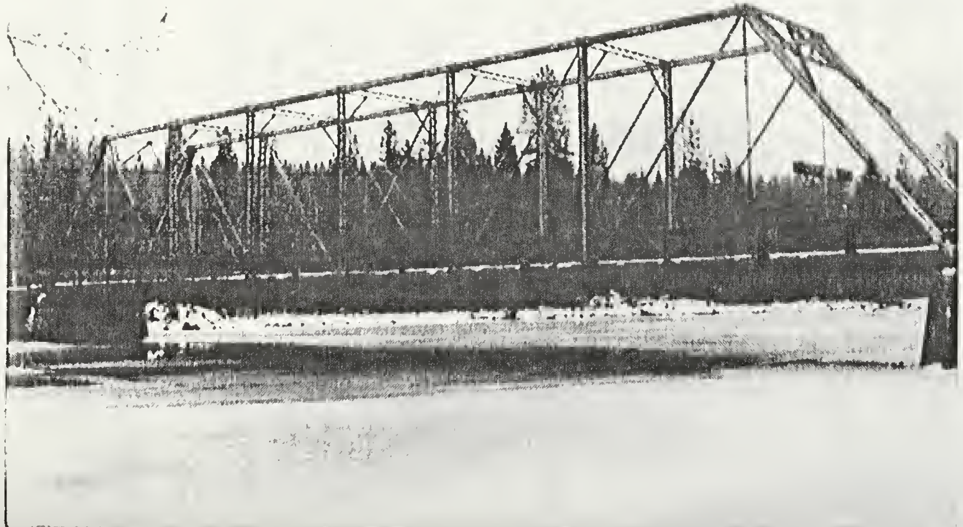

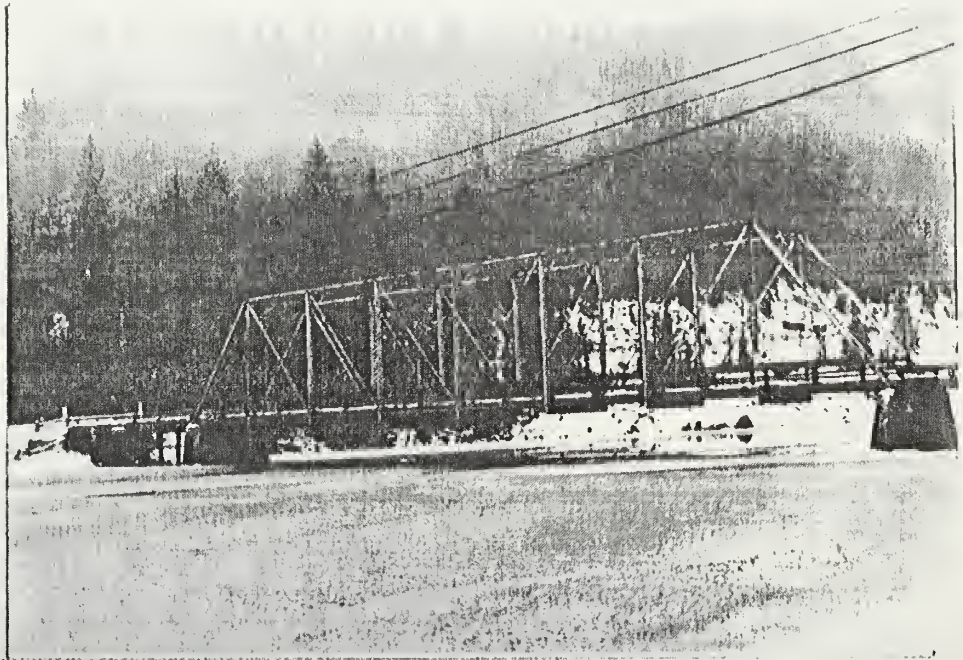

S.I.& A. SUPPLEMENTAL FORM

008

STRUCTURE NO. L15 657 002+0.600-1 FEATURE CROSSED Swan River

INSPECTED BY TDAVS DATE INSPECTED 1-10-95

CONDITION RATINGS

58. [*] **DECK**
A. __ CURBS
B. * FLOORING/SLAB
C. __ GUARD ANGLES
D. __ JOINTS
E. __ MEDIAN
F. 2 RAIL/BARRIER
G. __ SIDEWALKS
H. * WEARING SURFACE
I. * OTHER

59. [*] **SUPERSTRUCTURE**
A. 6 BEARING DEVICES
B. 5 BRACING
C. __ DRAINAGE
D. * FLOORBEAMS
E. __ GIRDERS
F. __ PAINT
G. * STRINGERS
5 H. * TRUSSES
I. __ UTILITIES
J. __ OTHER

60. [4] **SUBSTRUCTURE**
A. 4 ABUTMENTS
B. 4 BENTS/PIERS
C. __ BRACING
D. 4 CAPS
E. __ COLUMNS
F. 6 ENDFILLS
G. * FOOTINGS/SILLS
H. 6 ICE BREAKERS
I. 6 PILES/POSTS
J. 5 RETAINING WALLS
K. __ OTHER

61. [8] **CHANNEL AND CHANNEL PROTECTION**
A. __ CHANNEL LINING
B. __ DRIFT
C. __ LEVEES
D. 8 RIP RAP/GABIONS
E. * SCOUR/PIPING U.W.I.
F. __ SPUR DIKE
G. 8 STREAM BANK
H. 8 VEGETATION
I. __ OTHER

62. [N] **CULVERT**
A. __ DEPOSITION
B. __ EMBANKMENT
C. __ FOOTINGS
D. __ RAIL/BARRIER
E. __ INVERT
F. __ JOINTS/BOLTS
G. __ RETAINING WALLS
H. __ SHAPE
I. __ OTHER

65. [6] **APPROACH ROADWAY CONDITION**
A. __ APPROACH SLAB
B. 6 EMBANKMENT
C. — GUARDRAIL
D. __ JOINTS
E. 6 SHOULDERS
F. 6 SURFACE
G. 6 TRANSITION
H. __ OTHER

APPRAISAL RATINGS

71. [8] **WATERWAY ADEQUACY**
A. 8 ALIGNMENT
B. 8 CAPACITY
C. 8 FREEBOARD
D. — PROFILE
E. __ OTHER

72. [~~8~~] 3 **APPROACH ROADWAY ALIGNMENT**
A. 6 HORIZONTAL CURVE
B. 3 LATERAL CLEARANCE
C. 8 LOAD POSTED
D. 6 SIGNS/MARKERS
E. 6 VERTICAL CURVE
F. 6 VISIBILITY
G. __ OTHER

REMARKS: 58) Deck – snow & ice – prevents proper inspetion of timber planking Rail is rotted. Hanging 12x12 timbers @ 7'-6" clearance added to prevent overheight/weight loads. 59) Super – bearing appear satistactory – debris and such all around truss ends. log stringers in Span 1,2-4 & 5 are rotted. Vertical Tens. Lt. U_1-L_1 – added cable to strengthen. U_1-L_2 Rt. inside and outside but. U_4 L_5 Lt counter but. L_5-U_6 Rt inside, but. L_5-U_6 Lt outside – not functional – L_6-U_7 Lt inside But. L_7-U_7 Lt inside and outside – but. Apparent collision damage. Floorbeams & stringers need inspected from boat. Moderate corrosion and failing coating throughout steel section. 60) Sub – timber piles are rotting – P2 & 5. Concrete piers 3 & 4 show heavy deterioration – extending up to and around bearings. Timber Cap @ B-1 is rotted and crushing. Ice prevents inspection of anything under water. Retaining walls at both ends are failing. 65) Appr. Cond – no appr. rail. 72) Appr. Align. – single lane bridge

PRIORITY	MAINTENANCE ACTIVITY NUMBERS	MAINTENANCE RECOMMENDATIONS FEDERAL-AID - STATE MAINTAINED ONLY	MAINTENANCE FORCES REPAIRS COMPLETED BY:	DATE

SUPPLEMENTAL INSTRUCTIONS

Evaluate and describe items 58-62, 65, 71 and 72 based on the guidelines listed below and in the Inspector's Manual. Condition codes are used to describe the existing, in place bridge in comparison to its as built condition. Codes in Appraisal Section are used to evaluate the bridge in relation to the level of service it provides to the highway syst of which it is part. Maintenance items, listed alphabetically, do not necessarily affect the overall rating given to major components. Where sketches and narrative descriptions cannot fully describe the deficiency, extra photos shoul taken.

Code	Condition
N	NOT APPLICABLE
9	EXCELLENT CONDITION
8	VERY GOOD CONDITION - no problems noted.
7	GOOD CONDITION - some minor problems.
6	SATISFACTORY CONDITION - structural elements show some minor deterioration.
5	FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
4	POOR CONDITION - advanced section loss, deterioration, spalling or scour.
3	SERIOUS CONDITION - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	CRITICAL CONDITION - advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it be necessary to close the bridge until corrective action is taken.
1	"IMMINENT" FAILURE CONDITION - major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but correct action may put back in light service.
0	FAILED CONDITION - out of service - beyond correction action.

Code	Appraisal
N	Not applicable
9	Superior to present desirable criteria
8	Equal to present desirable criteria
7	Better than present minimum criteria
6	Equal to present minimum criteria
5	Somewhat better than minimum adequacy to tolerate being left in place as is
4	Meets minimum tolerable limits to be left in place as is
3	Basically intolerable requiring high priority of corrective action
2	Basically intolerable requiring high priority of replacement
1	This value of rating code not used
0	Bridge closed

MAINTENANCE PRIORITIES

The inspector is to enter the letters "C," "P" or "R" under the priority column that best describes the structure' maintenance priority. The inspector shall use his or her best judgment of the condition using these guidelines.

CRITICAL: Requires the immediate attention of maintenance personnel because the structure's integrity is questionable The Bridge Maintenance Manager in Helena is to be notified by the Division Maintenance Chiefs. When correc action has been taken under this priority, the supervisor in charge should complete the bottom portion of t form and attach to Form MMS-97 for return to the Maintenance Administrator.

A. Fractured stringers, girders or beams.
B. Prestressed beams - exposed strands need painting.
C. Fractured or severely misaligned truss members.
D. Timber structure with broken piles, severely crushe
E. Holes in deck or spalls and delaminated in excess o
F. Anything unusual (changes, separations, misalignmen

PREVENTATIVE: Should be attended to in a timely manner to prevent the condition from becoming critical. When correc action has been taken under this priority, the supervisor in charge should complete the bottom portion this form and attach to Form MMS-97 for return to the Maintenance Administrator.

A. End fills sloughing (depending on extent, could be critical).
B. Spalls and delamination of deck between 5% and 10%.
C. Structural steel and/or bridge rail needs painting.

ROUTINE: Regular items of maintenance needing attention.

A. Drains and/or joints need cleaning.
B. Clean around shoes.
C. Removal of drift and debris from around pi

ACTIVITY CODE DESCRIPTIONS

The inspector should enter the activity code which best describes their maintenance recommendations. If the appropriate number is unknown, leave blank for maintenance persons to complete. An activity code is unnecessary for routine maintenance. The 4000 series is specifically for bridges, but other codes may also apply. A complete list of activity codes can be found in the Bridge Inspection and Maintenance Manuals.

4101	Structure Painting
4102	Repair Timber Structures
4103	Concrete Bridge Deck Repair
4104	Repair or Replace Structural Steel
4105	Substructure Concrete Repair
4106	Expansion Joint Repair
4107	Bridge Curb and Railing Repair
4108	Emergency Bridge Repairs
4109	Structure Leveling
4301	Betterment Work - Bridge Structure

Distribution: After inspection submit white original to the Bridge Bureau, pink copy to the Division Maintenance Off or local authority (e.g., county, city) and yellow copy for the Division Inspection files.

March 3, 1849

United States Department of the Interior

TAKE PRIDE IN AMERICA

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

RECEIVED
OCT 23 1995
ENVIROMENTAL BUREAU

ER-95/595

OCT 16 1995

Mr. Hank D. Honeywell
Administrator, Region #8
Federal Highway Administration
301 South Park, Drawer #10056
Helena, Montana 59626-0056

Dear Mr. Honeywell:

This is in response to your request for the Department of the Interior's comments on the Revised Environmental/Programmatic Section 4(f) Evaluation for the Swan River Bridge, West of Ferndale, Flathead County, Montana.

We concur that there is no feasible and prudent alternative to the proposed project. We also concur with the proposed measures to minimize harm, in accordance with the programmatic agreement appearing in Appendix H.

The Department of the Interior has no objection to Section 4(f) approval of this project by the Department of Transportation.

Sincerely,

Willie R. Taylor

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc: Mr. Joel M. Marshik, P.E.
Environmental Services Manager
Montana Department of Transportation
2701 Prospect Avenue
Post Office Box 20100
Helena, Montana 59620-1

Appendix E: Agreements on Historic Bridges

(Programmatic, Memorandum of, and Determinations of Effects)

DEPARTMENT OF HIGHWAYS

TED SCHWINDEN, GOVERNOR
2701 PROSPECT

STATE OF MONTANA

HELENA, MONTANA 59620

May 25, 1988

Kathy Huppe
State Historic Preservation Office
225 North Roberts
Helena, MT 59620

BR 9015(11)
SWAN RIVER, FLATHEAD COUNTY

The Swan River bridge is located on a county road that connects with FAS 209 about 2 miles east of Big Fork. The bridge was constructed in 1911 by A.Y. Bayne and Company, and has been recorded as SHPO #223, priority 3. It was not considered eligible for listing on the National Register.

From the bridge, facing upstream or east, one can see the stone filled crib log structures that probably served as foundations for piers for this or an earlier bridge that was situated with a considerable skew. The historic record makes no mention of a previous structure or the moving of this one.

In 1964, FAS 209 was reconstructed. It passes the project area along a steep north facing slope. Construction entailed cutting into the slope to form the road bed, and the spoil material was piled down slope (north) toward the river. Just west of the bridge the slope was so precipitous as to require riprap, which was formed of the large boulders made available from blasting to construct the road. In short, the entire south side of the project area has been altered by road construction and by bridge relocation.

The north side of the Swan is shallow, swampy during low water, and the county road that follows it is cut from the south slope of a hillside. An approach road to the bridge was constructed of fill materials, probably those resulting from road construction along the slope.

I walked the south side project area in intervals ranging from 10 to 25 meters, depending on the accessibility of the terrain. Visibility was poor due to heavy undergrowth, deciduous trees (probably willow and aspen) and cedar. Ground surface was bare along a narrow driveway or dirt road leading upstream to a private cabin, and in the vicinity of a boat unloading road next to the bridge. Near the boat facility was an informal camping area and a fire pit indicated recent and frequent use. Near here, the old bridge approach would have been located, and I speculated that the site had been filled in

AN EQUAL OPPORTUNITY EMPLOYER

many years before. Mitzi Rossillon dug a test pit here east of the bridge, 5 meters south of the water's edge, and 20 meters northeast of the center of the driveway. She found disturbed stratigraphy, 5 cm of humus; 5 cm of ash, 4 cm orangish brown silty sand, a smear of dark brown with high organic material; more orangish silt the next 2-3 cm, but slightly lighter in color; and then grayish sandy silt, probably insitu material. The natural river's edge would have been very steep here, and most likely it was unsuitable for human habitation.

The county road connecting the bridge to FAS 209 is cut in the spoils of the secondary road construction. I walked the cut bank and observed large boulders intermixed with fill. A few broken bottles were in the ditch. No artifacts of earlier vintage were identified. Still on the south side, and to the west of the bridge, the hillside to the water's edge was steep, and large boulders cluttered the surface. Mitzi Rossillon scraped the duff from the surface about 2 meters from the county road. No artifacts were observed in the grayish dirt. Ten meters further west, she cleared away the duff, and again found no artifacts. I am completely convinced that the area was totally disturbed by previous construction work.

I walked to the north bank, crossed the bridge and confirmed that the approach road to the bridge was fill material. I returned along the opposite side of the road and again was sure only fill material was visible in the project area.

I recommend that you give clearance to proceed with this project as in compliance with Section 106 of the Historic Preservation Act. If you have any questions, please call and discuss them with me so that we can expedite the review process. Thank you.

Edrie Vinson

EDRIE VINSON, ARCHITECTURAL HISTORIAN
ENVIRONMENTAL UNIT

EV:cm:2/y

Enclosures

cc: S. C. Kologi
N. H. Rognlie
K. F. Skoog
V. D. Borden

State Historic Preservation Office
Montana Historical Society
Mailing Address: 225 North Roberts • Helena, MT 59620-9990
Office Address: 102 Broadway • Helena, MT • (406) 444-7715

June 8, 1988

Ms. Edrie Vinson
Architectural Historian
Environmental Unit
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

Re: Swan River Bridge
BR9015(11)

Dear Edrie:

Since no significant cultural resources were identified as a result of your survey for the project referenced above, bridge replacement should be able to proceed without impacting Register eligible properties.

Thank you for consulting with us.

Sincerely,

Kathy

Katherine M. Huppe
Historical Survey Reviewer

File: MODH/Swan River Bridge

Date Recd. Preconst. 6/13/88

Act	Info	MAIL ROUTE	Attach	Initial
		30		
	✓	30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
	✓	33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
	✓	Borden		
	✓	File		

MARCH 3, 1849

United States Department of the Interior

NATIONAL PARK SERVICE
P.O. Box 37127
Washington, D.C. 20013-7127

IN REPLY REFER TO:
H32(2280)

RECEIVED

JAN 31 1996

ENVIRONMENTAL [illegible]

Jim Weaver
cc: Jon Axline
Joe Kolman
Karl Helvik

JAN 24 1996

Mr. Dale Paulson
Federal Highway Administration
Montana Division
301 South Park Street, Room 448
Drawer 10056
Helena, MT 59626-0056

Dear Mr. Paulson:

This letter responds to your correspondence of December 5, 1995, regarding the National Register-listed Kearney Rapids Bridge in Flathead County, Montana.

I have reviewed the materials concerning the alternatives currently being considered for the bridge replacement project at the Kearney Rapids site. Based on the evidence submitted, I share your view and that of the Montana State Historic Preservation Office that the rehabilitation work being proposed by the Muth Engineering Consulting firm for the Kearney Rapids Bridge would have a detrimental effect on the National Register eligibility of that property. The introduction of incompatible structural features, new materials, and modern design details would effectively compromise the integrity of the historic bridge to the point where it would no longer reflect those qualities for which it was originally listed.

Were the proposed changes outlined in your letter to be carried out, it is my belief that the Kearney Rapids Bridge would no longer qualify for listing in the National Register of Historic Places.

If we can provide further information or assistance, please contact Paul Lusignan of the National Register staff at (202) 343-1628.

Sincerely,

Carol Shull

Carol D. Shull
Keeper of the National Register of Historic Places
National Register, History and Education

cc: MT SHPO

DEPARTMENT OF NATURAL RESOURCES
AND CONSERVATION
DIVISION OF TRUST LAND MANAGEMENT

MARC RACICOT, GOVERNOR
1625 ELEVENTH AVENUE

STATE OF MONTANA

DIRECTOR'S OFFICE (406) 444-2074
TELEFAX NUMBER (406) 444-2684
PO BOX 201601
HELENA, MONTANA 59620-1601

C.R.
FILE
COPY

November 1, 1996

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ENVIRONMENTAL

Joseph Warhank
Montana State Historic Preservation Office
P.O. Box 201202
Helena, MT 59620-1202

Dear Mr. Warhank:

The Department of Natural Resources and Conservation (DNRC) is entertaining the notion of issuing a 120 ft wide permanent easement to the Montana Department of Transportation (MDT) for the purpose of constructing a new bridge. The proposed site for the new bridge is ca. two miles upstream from Bigfork, MT in Section 32, T27N R19W (Flathead County). I was first informed of the proposed project by Bigfork resident Neal Brown. Mr. Brown indicated that the MDT's subject construction plans would impact, or impair, one or more of a series of wood pilings which predate the existing Kearney Rapids Bridge (24FH673) bridge, but are subsumed under the same site number. The pilings are suggested to have been constructed around the turn of the century for diverting logs to a sawmill downstream. Mr. Brown also indicated that the pilings and the Kearney Rapids Bridge are listed in the National Register of Historic Places (NR). I spoke to Jon Axline (MDoT Historian) about Mr. Brown's concerns. Mr. Axline sent me a copy of the MDT's construction plans for the proposed bridge. Those plans indicate that the pilings should not be physically impacted with proposed construction activities.

According to our records the MDT has a permanent easement for the existing Kearney Rapids Bridge. However, no easement was issued for construction of the wooden pilings, and because those structures are permanently affixed to the bed of the navigable portion of the Swan River, they are the property of the DNRC. Therefore, the DNRC only has the authority to comment on impacts to the subject wooden pilings. As such, the DNRC is requesting concurrence of the Montana State Historic Preservation Office that the subject wooden pilings should not be effected with the MDT's proposed bridge replacement plans.

Sincerely,

Patrick J. Rennie

Patrick J. Rennie
Archaeologist, DNRC

cc. John Axline

DEPARTMENT OF NATURAL RESOURCES
AND CONSERVATION
DIVISION OF TRUST LAND MANAGEMENT

MARC RACICOT, GOVERNOR
1625 ELEVENTH AVENUE

STATE OF MONTANA

DIRECTOR'S OFFICE (406) 444-2074
TELEFAX NUMBER (406) 444-2684
PO BOX 201601
HELENA, MONTANA 59620-1601

C.R.
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ENVIRONMENTAL

November 20, 1996

MEMORANDUM:

TO: Jeanne Fairbanks, Supervisor, DNRC-SUMB

FROM: Patrick Rennie, Archaeologist, DNRC PJR

SUBJECT: Montana Department of Transportation easement request in T27N R19W Section 32: Flathead County.

I have reviewed the Montana Department of Transportation's (MDoT) construction plans which apply to the above referenced easement request. Although the National Register listed Kearney Rapids Bridge (24FH673) will be removed by the MDoT, the wooden pier (which is subsumed under the same site number) on the upstream side of the bridge, and is the property of the Department of Natural Resources and Conservation (DNRC), will not be impacted. As outlined in M.C.A. 22-3-424 and A.R.M. 26.2.803(4) the Montana State Historic Preservation Office has not responded in ten working days upon reception of the request from the DNRC (attached) to comment on the above referenced proposal. Consultation is therefore considered complete and the DNRC has fully complied with the mandates of the Montana State Antiquities Act for the subject, proposed undertaking.

If you need additional information please let me know.

Montana Department
of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Marc Racicot, Governor

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NOV 21 1996
ENVIRONMENTAL

OCT 30 1996

C.R.
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CONCUR
MONTANA SHPO
DATE 19Nov96 SIGNED

October 29, 1996

Paul Putz
State Historic Preservation Office
1430 8th Avenue
P.O. Box 201202
Helena, MT 59620-1202

Subject: BR 9015(17)
Swan River Bridge - West of Ferndale
Control No. 1132

Attached is a copy of the plan sheet for the above project that shows one of the wood pilings in question at the Kearney Rapids Bridge (24FH673). The plans indicate that the piling closest to the old bridge will remain in place and will not be impacted by the project. The other pilings are located outside the impact area. We believe, therefore, that the project would have **No Effect** to the wood pilings associated with the NRHP-listed Kearney Rapids Bridge; we request your concurrence.

If you have any questions, please contact me at 444-6258.

Jon Axline

Jon Axline, Historian
Environmental Services

Attachment

cc: Jim Weaver, P.E., Missoula District Administrator
Joseph Kolman, P.E., Bridge Engineer
Joel Marshik, P.E., Environmental Services
Gordon Stockstad, Resources Section
Patrick Rennie, DNRC w/attachment

MEMORANDUM OF AGREEMENT
SWAN RIVER - WEST OF FERNDALE
FLATHEAD COUNTY, MONTANA
BR 9015(11)
Control No. 1132

WHEREAS the Federal Highway Administration (FHWA) proposes to assist the Montana Department of Transportation (MDT) in funding the Swan River - West of Ferndale bridge replacement project.

WHEREAS FHWA has determined that the undertaking will have an effect on the Kearney Rapids Bridge (24FH673), a property listed on the National Register of Historic Places, and has consulted with the Montana State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to Section 106 of the National Historic Preservation Act (16 USC 470) and its implementing regulations, "Protection of Historic Properties" (36CFR 800);

WHEREAS MDT participated in the consultation and has been invited to concur in this Memorandum of Agreement; and

NOW, THEREFORE; FHWA, the Montana SHPO, and Council agree that the undertaking will be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

Stipulations

FHWA shall ensure that the following measures are carried out:

1) The MDT will attempt to find an individual or group willing to assume responsibility for the maintenance and liability of the Kearney Rapids Bridge. The transfer of ownership of the bridge will be done in accordance with guidelines included in the MDT's draft Roads and Bridges Historic Preservation Plan (Attachment 1).

2) The bridge will be advertised for adoption in local newspapers and as public service announcements on local AM and FM radio stations.

3) If the newspaper and radio advertisements fail and no individual or group is willing to assume responsibility for the liability and maintenance of the Kearney Rapids Bridge, the MDT will be allowed to demolish the bridge when the new structure is completed.

4) If a dispute arises regarding the implementation of this Agreement, FHWA shall consult with the objecting party to resolve the dispute. If any consulting party determines that the dispute cannot be resolved, FHWA shall request the further comments of the Advisory Council on Historic Preservation pursuant to the Council's regulations.

EXECUTION OF THIS MEMORANDUM OF AGREEMENT and implementation of its terms evidences that FHWA has afforded the Council an opportunity to comment on the Swan River Bridge - West of Ferndale bridge replacement project and its affects to historic properties, and that FHWA has taken into account the effect of the Undertaking on historic properties.

Federal Highway Administration 10-21-96
(Date)

Montana State Historic Preservation Office Oct 8-96
(Date)

~~Concurring Parties~~:

John M. Fowler
Advisory Council on Historic Preservation 6/20/96
(Date)

Joel M.
Montana Department of Transportation Sept 3, 1996
(Date)

Attachment 1

Proposed MDT Adopt-A-Bridge Program

The MDT will initiate and promote an Adopt-A-Bridge program to find "new homes for old bridges" that have been designated for replacement. It is recognized that not all historic bridges can be preserved through this program. Much will depend on the proximity of the structure to a suitable alternate site, type, size and condition of the existing bridge, the structure's ability to withstand the relocation, and the new owner's ability to accept responsibility and liability for the bridge. Doubtless many historic bridges will still be demolished, but this program may succeed in preserving a significant number of them.

The Adopt-A-Bridge program consists of the following:

A). All truss and steel girder bridges with a structural rating of three (3) or above will be considered for the program. An explanation of the rating system is included as Appendix 7. The bridge must be fifty years old at the time of the scheduled replacement.

B). Reinforced concrete and timber stringer bridges will not be considered for this program unless they can be preserved in place.

C). Evaluation of the historic bridge for inclusion in the program will be made during the preliminary field review of the proposed project by the appropriate District Administrator, the MDT Bridge Bureau, and the MDT's Environmental Services Unit historian.

   1). The Bridge Bureau's recommendation will be based on the structural condition of the bridge and its suitability for relocation.

   2). The historian's recommendation will be based on the bridge's historic and/or structural significance.

      (a). The evaluation will be based on the National Register of Historic Places criteria (Appendix 8).

      (b). A bridge will not be considered for the program if the loss of integrity has rendered it ineligible for the NRHP.

   3). The SHPO will be notified of the bridge's selection to the Adopt-A-Bridge program and given thirty (30) days to comment.

D). If deemed suitable to the program, the bridge will be advertised for adoption in the local newspapers and radio public service announcements (PSAs).

   1). The historian will prepare the advertisement and submit it to the appropriate newspaper(s).

   2). The MDT will offer potential owners the demolition cost of the bridge as an incentive to adopt the historic structure.

      (a). If the bridge is to be relocated, then the demolition money can be applied to the move.

(b). If the bridge will be adopted and left in-place, then the money must be applied to the restoration, rehabilitation or liability of the historic structure.

3). The Bridge Bureau will receive the responses to the advertisements and PSAs.

E). The Bridge Bureau will contact potential interested owners of the historic bridge and request they provide the following information (in writing): the proposed location, intended use of the bridge when adopted and ability to assume the liability and responsibility of the bridge.

1). If it is determined that a potential recipient of an historic bridge intends to demolish it for its value as scrap metal, then he/she will be removed from further consideration.

F). The District Administrator, Bridge Bureau and the historian will select the new owner based on the written response received from Part E above.

G). The new owner (2nd Party) must agree, in writing, to assume the liability for the historic bridge once he/she has taken possession of the structure. The MDT and/or County will not be held liable for the bridge once ownership has been transferred to the 2nd Party. A sample copy of the agreement is included as Appendix 9.

H). If the bridge will be relocated, the 2nd Party must remove the bridge from the construction site within 30 days of notification by the Project Manager. The 2nd Party will be reimbursed for the move once the MDT Bridge Bureau has been notified by the Project Manager that the bridge has been removed from the construction site and relocated.

1). The 2nd Party must maintain the bridge and the features that give it its historic significance.

2). The 2nd party must assume all future legal and financial responsibility for the bridge, which may include an agreement to the Montana Department of Transportation harmless in any liability action.

3). The 2nd Party will permit access to the relocated bridge for up to five years for follow-up documentation purposes.

4). The MDT will notify the 2nd Party of any inspection of the bridge ten working days before the visit.

I). If the bridge is left in place, the 2nd Party will be reimbursed for the property transferral once documentation has been received by the District Administrator, Bridge Bureau and historian detailing plans for restoration or rehabilitation and the agreement has been executed.

J). The 2nd Party will be responsible for securing all necessary permits and easements from the appropriate federal and state agencies (i.e. Army Corps of Engineers, Montana Department of Natural Resources and Conservation, etc.).

K). There will be no reimbursement to the second party until they have assumed the liability and responsibility for the bridge.

L). The MDT will be responsible for removing the abutments and piers and the clean-up of the old bridge site (if necessary).

  1). If the abutments are determined structurally significant, they will be left in place.

    (a). The MDT will make that determination on a case-by-case basis.

M). The historian will prepare a biennial report detailing the progress of the Adopt-A-Bridge program. The report will be submitted to FHWA, ACHP and SHPO and the Montana Transportation Commission. The report should include:

  1). Number and type of bridges impacted by the program.

  2). Current use of the historic bridges relocated or left in place.

  3). Benefits and problems of the program.

  4). Before and after photographs

  5). Assessment of the program's value.

N). If the Adopt-A-Bridge program is proven to be ineffective in its purpose to preserve historic bridges under public or private ownership when left in place or at alternate locations, then it will be revised as necessary.

  A). The FHWA, ACHP and SHPO will be asked to comment on revisions to the Adopt-A-Bridge program before enacted.

Proposed sample agreement for the Adopt-A-Bridge Program.

AGREEMENT

WHEREAS, __________ County and the State of Montana, through the Montana Department of Transportation (collectively hereinafter referred to as "Owners"), are in the process of proposing a new bridge at or near the location of the current ________ Bridge, (hereinafter "Bridge") over the ___________ River; and

WHEREAS, Owners are considering the possibility that the current bridge will be either abandoned or dismantled as a result of the building of a new bridge; and

WHEREAS, 23 U.S.C. § 144(o)(4), states in part, "Any State which proposes to demolish a historic bridge for a replacement project with funds made available to carry out this section shall first make the bridge available for donation to a State, locality, or responsible private entity if such State, locality, or responsible entity enters into an agreement to-

(A) maintain the bridge and the features that give it its historic significance; and

(B) assume all future legal and financial responsibility for the bridge, which may include an agreement to hold the State highway agency harmless in any liability action."

WHEREAS, in consideration of the estimated cost of demolition of the Bridge, the

____

____

____

has agreed to hold owners harmless in any liability action, and to assume all future liability associated with the Bridge regardless of whether it is to remain in place or to be removed. Therefore, the parties agree as follows:

This agreement is entered into this _____ day of ______________. 19__, between Owners and ______________________________.

The purpose of this agreement is to provide for indemnification and hold harmless provisions Owner will transfer ownership of the bridge and the expected cost of demolition to ___________________________. The expected cost of demolition is $___________. This amount is to be used solely for restoration in place, or movement, placement and restoration in new location, of the Bridge. Further, ____________________________ agree to accept ownership of the Bridge and maintain the Bridge and the features that give it its historic significance.

____________________, its directors, supervisors, agents and employees, covenants not to sue and agrees to indemnify the Owners, its agents and employees, and save each of them harmless from itself and any third parties for personal injuries, property damage, loss of life or property, civil penalties, or criminal fines resulting from or in any way connected with ownership and activities on the Bridge or the Owners' actions or non-actions taken after the signing of this agreement.

Further, _______________ agrees to protect, defend, and save the owners harmless from and against all claims, demands, and causes of action of any kind or character, including defense costs, arising in favor of the _____________'s employees or third parties, on account of bodily or personal injuries, death, or damage to property arising out of services performed or omissions of the _________________________________ and/or its employees, subcontractors, or representatives and the state under this agreement.

Further, ____________________, its directors supervisors, agents and employees, covenant not to sue and indemnifies the owners, their agents and employees from any and all third party claims and liability arising or related to all common law claims, civil and criminal statutory and regulatory claims, including, but not limited to, any and all claims arising from or in any way related to the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, 42 U.S.C.§ 6901, et seq., the Clean Water Act, as amended, 33 U.S.C. § 1251, et seq., the Clean Air Act, as amended, 42 U.S.C. § 741 et seq., the Solid Waste Disposal Act, as amended, 42 U.S.C. § 6901, et seq., including civil and criminal penalties assessed by any federal, state, regional or local government entity or court for actions or non-actions by owners, or ____________________, in any manner relating to or arising from ownership or activities upon this Bridge.

_____________________ further agrees that any funds that they receive pursuant to this agreement will be used for either the restoration of the Bridge or its proper removal to another location. In either event, the Bridge must maintain it historic character.

_______________________ must provide and maintain, at its cost and expense, insurance against claims for injuries to persons or damages to property including contractual liability which may arise from or in connection with the performance of work performed by the _______________________, its agents, representatives, officers, assigns or employees.

_______________________ in completing its obligations under this agreement shall at all times observe and comply with all existing laws, ordinances, and regulations, and other agencies of government and save them harmless from all claims and liabilities due to negligent acts of its subcontractors, agents or employees during the performance of the work called for under this agreement.

This agreement contains the entire agreement between the parties and no statements, promises, or inducements made by either party which are not contained in this written agreement shall be binding or valid.

DATED this ________ day of _____________, 199__.

MONTANA DEPARTMENT OF TRANSPORTATION

By ______________________

____________________	COUNTY OF ______________
By __________________	By ______________________
	_________________________

August 8, 1996

Hungry Horse News
926 Nucleus Avenue
Columbia Falls, MT 59912

Subject: BR 9015(11)
Swan River Bridge - West of Ferndale
Control No. 1132

To whom it may concern:

In late 1994, the MDT attempted to find a new owner for the Kearney rapids Bridge west of Ferndale. Unfortunately, that attempt did not succeed and no qualified owner for the bridge was selected. This is the second time, the MDT has tried to give the bridge away through the newspaper. Please print the attached item in the *Hungry Horse News* at the earliest possible date.

If you have any questions, please contact me at 444-6258.

Jon Axline

Jon Axline, Historian
Environmental Services

Attachment

cc: James Weaver, P.E., Missoula District Administrator
Joseph Kolman, P.E., Bridge Engineer
Joel Marshik, P.E., Environmental Services
Karl Helvik, P.E., Engineering Services

AUG 09 199

The following also received a letter

Hungry Horse News
926 Nucleus Avenue
Columbia Falls MT 59912

KALS-FM
4 Sunset Plaza
Kalispell MT 59903

Whitefish Pilot
312 East 2Nd Street
Whitefish MT 59937

Bigfork Eagle
8299 Montana Highway 39
Bigfork MT 59911

Kalispell Daily Inter Lake
727 East Idaho
Kalispell MT 59903

KGEZ Radio 600
PO Box 169
Kalispell MT 59903

KOFI AM-FM
317 1st Avenue East
Kalispell MT 59903

KDBR/KJJR
5938 Highway 93 South
Whitefish MT 59937

THE HISTORIC KEARNEY RAPIDS BRIDGE NEAR FERNDALE IS STILL AVAILABLE FOR ADOPTION

The Kearney Rapids Bridge west of Ferndale is available to anyone willing to assume the responsibility of maintaining it. Located on a country road about two miles west of Ferndale, the bridge was constructed in 1911 by the A. Y. Bayne Company of Minneapolis. The structure is a single-span, pin-connected Pratt through truss with a timber deck that is 152-feet long and sixteen feet wide. The bridge was listed on the National Register of Historic Places in mid-1994.

Flathead County, along with the Montana Department of Transportation intends to construct a new bridge on a new alignment just upstream of the old structure. Because the old bridge is historic, the county and Department of Transportation would give the old structure to anyone willing to maintain and assume liability for it. The demolition cost of the existing bridge could be applied to its relocation or rehabilitation on the condition that the structure retain its function as a bridge. If interested in adopting the Kearney Rapids Bridge, please contact the Flathead County Road Department at 756-5627 or Joseph Kolman at the Montana Department of Transportation at 444-6259 by September 15, 1996.

"ALTERNATIVE ACCESSIBLE FORMATS OF THIS DOCUMENT WILL BE PROVIDED ON REQUEST."